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# The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST

FAIR.

Barometer 29.79.

September 14, 1917. Temperature 6 a.m. 79 2 p.m. 86  
Humidity 89 73

September 14, 1917. Temperature 6 a.m. 79 2 p.m. 85  
Humidity 89 78

7750 日八廿月七

FRIDAY, SEPTEMBER 14, 1917.

五拜禮 號四十月九英港香

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## REUTER'S TELEGRAMS.

### THE RUSSIAN REVOLT.

Fruitless Negotiations with Mussulman Troops.

London, September 12.

Reuter's correspondent at Petrograd says that the Committee of the Mussulman Alliance has sent a delegation to the Mussulman units marching with General Korniloff. Telephonic news has been received that negotiations and verbal discussions have proved fruitless.

General Korniloff's Sole Desire.

London, September 13.

According to Reuter's correspondent at Petrograd, General Korniloff's Proclamation says that his sole desire is to lead the country on the road to fortune. He will only hold power till the Constituent Assembly meets.

A More Hopeful Outlook.

London, September 13.

The latest news from Petrograd is still evidently from Government sources and is to the effect that General Korniloff's movement appears definitely to be failing. A collision between the troops of the two parties is no longer apprehended. General Alexeeff is telephonically endeavouring to persuade General Korniloff to abandon the enterprise, and it is generally expected that General Korniloff will not pursue further.

M. Skobelev emphasized the necessity of continued vigilance, because the criminal activity of General Ksedin indicated new anti-revolutionary attempts. He stated that the whole Army Administration would shortly be altered. The Minister of the Interior stated that owing to General Korniloff's revolt the Russian fronts were defenceless and leaderless for three days. The severest punishment must be applied to General Korniloff. The Government would do nothing to soften his lot.

Appointments Confirmed.

London, September 13.

Reuter's correspondent at Petrograd confirms the appointments of M. Kerenky as Commander-in-Chief and Prince Alexeeff as Chief-of-Staff.

General Korniloff Offers to Surrender.

London, September 13.

Reuter's correspondent at Petrograd says that, in a telegram, General Korniloff has expressed his willingness to surrender on terms, but the Government demands his unconditional surrender.

Korniloff's Headquarters Surrender.

London, September 13.

Reuter's correspondent at Petrograd says that M. Skobelev, the Minister for Labour, has stated that the Korniloff adventure has definitely collapsed, and his Headquarters have surrendered.

No Fighting.

London, September 13.

Reuter's correspondent at Petrograd states that M. Sevinkoff, interviewed by a representative of the Associated Press, said that General Krimoff, who was the Commander of General Korniloff's troops, was at Luga, and so far there is no fighting anywhere. A portion of General Korniloff's army is fourteen miles from Tsarkooselo, and another at Ouchina. He emphatically denied that any negotiations were proceeding or could proceed with General Korniloff.

### RUSSIANS HIT BACK ON RIGA FRONT.

German Cavalry Forced to Withdraw.

London, September 13.

A wireless German official message states:—South of Riga, on the Wenden Road, our cavalry withdrew before strong Russian pressure.

The Russian Advance.

London, September 13.

Wednesday's Russian wireless official message states:—On the northern front, our vanguards, after a stubborn battle, took possession of Masive (?) south of Lake Pauda. We gained a foothold on the Sokhorsten-Silsmunya line.

Thursday's message states:—Our vanguards are advancing in the direction of Riga and continue to hold the Nizupe-Pauk-Ebayar line. There is intense artillery firing south of Vidza, we causing several explosions. We took possession of a height south of Radeaus, and repulsed counter-attacks. We took 412 Austrians prisoner.

### THE SWEDISH AFFAIR.

Argentina's Warning to Germany.

London, September 13.

Reuter's correspondent at Buenos Aires says that if Germany does not disavow Count Luxburg, Argentina will recall her Minister at Berlin.

Anti-German Demonstrations in Argentina.

London, September 13.

According to Reuter's correspondent at Buenos Aires, a great crowd fired on the German Club and attempted to set on fire the offices of the pro-German journal Union. The crowd attacked the German Legation, Consulate and shops and demonstrated at the house of the Foreign Minister, cheering him, and exhorting Count Luxburg and Germany, with whom the street orators demanded a rupture.

### CANADIAN RAILWAY PURCHASE.

London, September 13.

According to Reuter's correspondent at Ottawa, the Senate has read for the third time the Bill authorising the Government to purchase the Canadian Northern Railway.

### U. S. MILITARY SERVICE.

Roping in Aliens.

London, September 13.

Reuter's correspondent at Washington says that the Senate has passed a resolution drafting into military service all aliens of a year's residence in the United States except those exempted by Treaty and Germans and other enemy subjects. It is estimated that a million are affected. Allied and neutral subjects claiming exemption will be allowed to leave the country within ninety days.

## REUTER'S TELEGRAMS.

### ANOTHER NAVAL AIRCRAFT RAID.

Direct Hit on German Destroyer.

London, September 13.

The Admiralty announces that naval aircraft dropped several tons of bombs on Thourout aerodrome and dumps and Bruges docks, causing explosions. They attacked the shipping at Zeebrugge Mole and directly hit a large destroyer and several seaplane sheds, causing fire. All the machines returned.

### THE WESTERN FRONT.

More Prisoners Captured by British.

London, September 13.

Field Marshal Sir Douglas Haig, in a communique, states:—We made a few prisoners in the Lys sector last night. Hostile artillery is active in the Bullecourt, Messines and Langemark areas.

Dominating German Batteries.

London, September 13.

A French communique states:—The artillery duel continued to be violent in the region of Bir-choote. Our artillery north of the Aisne is dominating German batteries, which have been very active in the region south of Juvincourt, and have prevented any attack. German aeroplanes bombed Dackirk. French airmen successfully bombed Portemerk, Giregitt-lindenken, Staden and an aerodrome north-east of Thourout.

### THE ITALIAN FRONT.

Fruitless Austrian Efforts.

London, September 13.

An Italian official message states:—The enemy with renewed intensity attempted to dislodge us from Monte San Gabriele, but he only gained a few advance posts.

Austrians Declare Italian Offensive a Failure.

London, September 13.

An Austrian official wireless message dated the 12th instant claims that the Italian offensive is a failure. It declares that the Italian losses are 230,000, including 20,000 taken prisoner.

### JAPAN PROHIBITS GOLD EXPORTS.

London, September 13.

Reuter's correspondent at Tokyo states that the Treasury has prohibited the export of gold except by licence.

### BRITISH TRADE RETURNS.

London, September 13.

The trade returns for the past month show increases in exports totalling £2,083,392 and in imports £24,475,976 compared with August last year.

### DISASTROUS FLOODS IN NORTH CHINA.

London, September 13.

Reuter's correspondent at Shanghai says that owing to floods three millions are homeless and destitute in Chihli. The numbers drowned cannot be estimated. There is also great destruction at Honan, Hupeh and Honan. Large districts of North China are virtually impassable except in boats. The Chinese Red Cross is urgently appealing to the nation for relief.

### NEW SOUTH WALES' GOVERNOR.

London, September 12.

It is officially announced that Sir W. E. Davidson has been appointed Governor of New South Wales.

### FRENCH SHIPPING RETURNS.

London, September 13.

The French shipping returns for the past week are as follows:—Sailings 1,047; arrivals 1,005. The sinkings were one above and five below 1,000 tons. Three were unsuccessfully attacked.

### VOTES FOR AUSTRALIAN FIGHTERS.

London, September 13.

Reuter's correspondent at Melbourne states that, if necessary, arrangements can be made for Victorian soldiers abroad to vote at the forthcoming State Elections.

### HOLIDAY FOR AUSTRALIA'S WARRIORS.

London, September 13.

According to Reuter's correspondent at Adelaide, the Director General of Recruiting states that arrangements have been made to send five thousand of the original Australian troops home for a holiday, irrespective of whether reinforcements are sent. The visit of these gallant men will give a great stimulus to recruiting.

### NEW FRENCH CABINET FORMED.

London, September 13.

Reuter's correspondent at Paris says that M. Painleve's failure yesterday morning was due to the objection of the Socialists to M. Ribot. A meeting of the Socialists yesterday decided not to permit any Socialist to join the Cabinet, though they were ready to support the Government entrusted with the safety of the country. Subsequently a list of the new Ministry was published, including M. Painleve as Premier and Minister of War; M. Ribot, Minister for Foreign Affairs; and M. Luchaire, as Minister of Munitions. There are no Socialist Ministers.

### THE DECLINE OF THE ROUBLE.

London, September 12.

While the exchange value of the rouble is at present only 64d., the intrinsic value, owing to the rise in the price of silver, is 2s. 7 1/2 d.

## REUTER'S TELEGRAMS.

### EARLIER TELEGRAMS.

#### THE RUSSIAN SITUATION.

M. Kerenky Describes Mutiny as Complete Failure.

London, Sept. 13.

A wireless message from Petrograd says: The following precedes M. Kerenky's statement: In accordance with the Provisional Government's decision I have been charged with the office of Chief Command of the Army. The senseless attempt at mutiny by the late Commander-in-Chief and a small group of generals has ended in complete failure and the mutineers will be delivered to the Military Revolutionary Tribunal. The bloodless liquidation of the mutiny shows the wisdom of the people, the Army and the Fleet, who are loyal to the Fatherland and the legal Government.

More New Appointments.

Petrograd, Sept. 13.

It is understood that co-operation has been arranged between M. Kerenky as Provisional Commander-in-Chief and General Alexeeff as Chief of General Staff. Armed workmen are drilling hastily to resist General Korniloff. Arrests continue to be made, these including M. Gueghoff, ex-Minister of War.

General Klenbowski, who was recently appointed to the Chief Command in succession to General Korniloff, has been dismissed and is succeeded by General Boutch and General Bouyevitch, ex-Chief of Staff, by General Ruskay. The Soldiers' and Workmen's Council at Petrograd is liberating the Maximilians arrested during the outbreak of the 18th-19th July.

The trial of General Sukhomiloff has been postponed till the situation is calmer.

#### AERIAL BATTLES IN THE WEST.

London, Sept. 13.

Field Marshal Sir Douglas Haig reports:—Patrol encounters north-westward of St. Quentin and Ypres sector yielded prisoners. There was great aerial activity yesterday and continuous successful artillery photographic work. In the day-time we dropped 281 bombs on various targets including two aerodromes southward of Lille and two aerodromes and a large ammunition dump at Boulers. At night-time eighty-nine bombs were dropped on railway stations, ammunition dumps and trains at Courtrai, making a total of six tons. Fighting was vigorous. Our patrols encountered strong formations, brought down eight machines and drove down twelve. Eight of ours are missing.

#### COUNT LUXBURG NOT WANTED.

Buenos Aires, Sept. 13.

Senor Barilari, a diplomatic functionary, on the 11th inst. handed the Secretary of the German Legation the following note requesting its transmission to Count Luxburg, the German Minister:—

Your Excellency having ceased to be 'persona grata' the Government has decided to hand you the attached passports. Senor Barilari has been instructed to facilitate your immediate departure.

#### AMERICA AND THE GERMAN COLONIES.

New York, Sept. 13.

Mr. Lowell, President of Harvard University and Chairman of the Executive Committee of the League to Enforce Peace, addressing a meeting of the National Safety Council, was loudly applauded when he declared that with the fall of military autocracy must be removed the oppression of one race by another. Therefore "we cannot consider the return to Germany of her former colonies that their people may be exploited as they have been in the past."

#### QUEEN OF BULGARIA DEAD.

Amsterdam, Sept. 13.

A message from Sofia states that the Queen of Bulgaria is dead.

[The King of Bulgaria was twice married all his four children being of the first marriage to the late Marie Louise, eldest daughter of Duke Robert of Parma, who died in 1859. His second wife, now reported dead, was Princess Elenore of Reuss Koestritz, whom he married in 1905.]

## THE IRISH CONVENTION.

Some Points about its Personnel.

Commenting on the personnel of the Irish Convention, a correspondent of the Manchester Guardian writes:—

The nominated members naturally challenge attention first. Lord MacDonnell has been one of the most successful administrators of our Indian Empire, where he has ruled over provinces with large populations than Ireland. He was called in by the late Mr. George Wyndham when that brilliant Tory (and descendant of a famous Irish rebel) was Chief Secretary for Ireland to assist in the "Devolution" scheme, which Mr. Wyndham's colleagues turned out to be a failure.

Lord Dunraven has long been the champion of the demand for self-government by some sort of agreement, and he made a strong appeal to Mr. William O'Brien to lend a hand in the present Convention.

Lord Desart, whom most people remember as Director of Public

Prosecutions, is a British member of the Hague Court of Arbitration.

Lord Granard has military and diplomatic distinctions to his credit, and was Assistant Postmaster General from 1906 to 1909.

Sir Horace Plunkett's great services to Irish agriculture and the co-operative movement in Ireland are well known. He too has accepted the position that something must be done to meet the national claims.

Dr. M. H. H. and Sir B. Windle represent University culture. The former is the famous Provost of Trinity and the latter the Vice-Chancellor of the National University. Sir B. Windle is well known in Birmingham, where he was Professor of Anatomy at King's College.

Sir O. McCullagh is an ex-Lord Mayor of Belfast.

Sir William Goulding is the chairman of the Great Southern and Western Railway of Ireland.

Sir W. White is an ex-president of the British Medical Association.

Mr. George Russell is an ally of Sir H. Plunkett in the co-operative

## TELEGRAMS.

(Reuter's Service to The "Telegraph.")

### THE SILVER MARKET.

London, September 13.

The silver market is firm, with buyers.

### DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinema graph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinema graph—9.15 p.m.

Saturday, September 29.  
Douglas Street Ship Co.—Shareholders' meeting at noon.

alive movement. He is also an agricultural expert, an artist, and a poet.

Mr. Lyssaght is another poet, co-operator, and agriculturist.

Mr. Dempsey is a leading Belfast merchant and a member of the Senate of the University.

Mr. W. M. Murphy owns the *Daily Independent* of Dublin, is chairman of the Tramway Company there, and is in business a railway contractor—a very able and outspoken man, with definite views about finance, and a Home Ruler to whom the Home Rule Act is anathema.

The representatives of the Irish party need no introduction, with the exception of Mr. Harrison, who is not an M.P. He is a solicitor of Cookstown, co. Tyrone, a leading Ulster Nationalist, and a strong opponent of "partition" in any form.

The Ulster Unionists are all stalwarts. Lord Londonderry, as the great-grandfather of Viscount Castlereagh, who passed the Union, has a hereditary interest in that measure. Sir G. Clark is head of the other great shipbuilding firm of Belfast, Messrs. Workman and Clark. Mr. B.T. Barrie, the only M.P. of the group, is the secretary of the Ulster Unionist Parliamentary party. Colonel Wallace is Grand Master of the Belfast Orange Lodge, and Mr. Knight is a Cloness solicitor who stands for the Unionist organisation in Ulster.

Lord M. Dillon is the chairman of the Irish Unionist Alliance, and as his seat is in county Cork he is naturally one of the Southern Unionist group. Sir M. Dickrell is a leading Dublin solicitor, and Mr. Powell a Dublin K.O.

Among the representatives of the churches it should perhaps be mentioned that Dr. Kelly, the Bishop of Ross, was a member of the Cabinet Committee on Irish Finance in 1911, and has the reputation of being one of the ablest men in Ireland. Both the Primate of the Church of Ireland and the Bishop of Dublin have shown conciliatory views towards their Catholic fellow-countrymen.

As to the Lord Mayors, and representatives of urban councils, nothing calls for special note, but it is worth mentioning that among the chairmen of county councils—the most numerous group in the Convention—the names are representative of the districts of Ireland to which they belong to a remarkable degree. Thus it is eminently fitting that a Kavanagh should be the representative of Carlow, an O'Reilly of Cavan, a Barry of Cork, a Dunlavy of Donegal, a Butler of Kilkenny, and an O'Dowd of Sligo; a Power of Waterford, and a Bolger of Wexford, to all of which counties those names have long belonged. Mr. McMurrough Kavanagh is a particularly happy choice, for he is a lineal descendant of the traditional Irish hero-kings, Art MacMurrough.

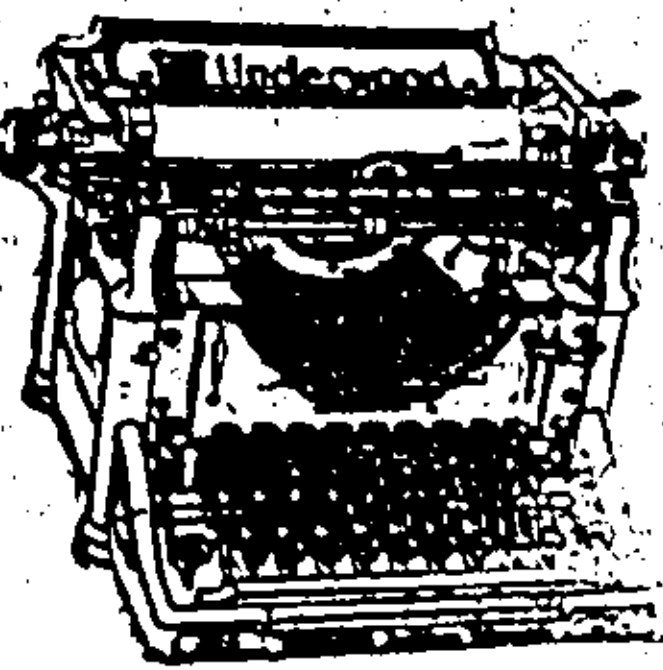


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a sufferer for many years, will, if taken  
when necessary, effect a radical cure of  
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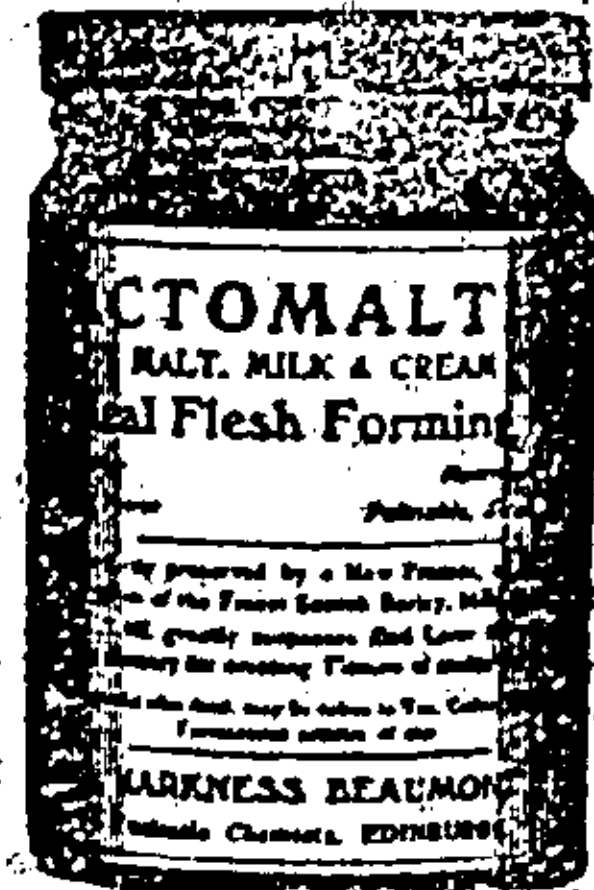
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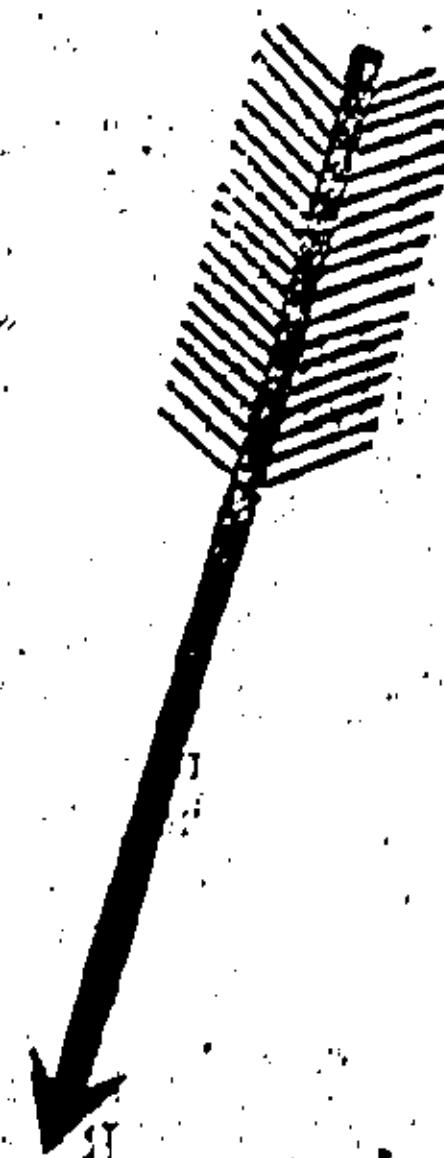
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## GENERAL NEWS.

Big Japanese Enterprises.  
In addition to the plan by the  
Mitsui interests to establish a  
large paper mill company with  
a capital of ¥5,000,000 in Man-  
churia, another paper company is  
being planned in Manchuria by  
leading business men of Tokyo,  
Osaka and Kobe. The company  
will have a capital of ¥10,000,000,  
and this company like the one by  
the Mitsui interest will have its  
head office at New Wijn, on the  
Manchurian side of the River  
Yalu.

Tokyo And Increase In Cost Of  
Living.

The authorities of the Tokyo  
municipality after an investigation  
of the increase in the cost of  
living, have decided to raise the  
pay of more than 8,000 official  
and other employees of the munici-  
pality. Of these employees,  
2,600 are officials, 1,366 are tram-  
way conductors and drivers, and  
3,044 are servants, coolies and  
other employees. The officials  
will have salaries increased by 10  
per cent.

Science and Post-War Problems.

In connection with the British  
Association there are 500  
scientific societies in the  
kingdom, with a total mem-  
bership of 100,000. Mr. J.  
Hopkinson, the chairman, in an  
address on the "Work and aims  
of corresponding societies,"  
advocated greater attention being  
given to questions concerned with  
future national problems, in  
which science might lead a  
helping hand. The study of  
flowering plants, the arrival and  
departure of migrating birds,  
should be closely observed, and  
a particularly important point  
was the preservation of rare  
moths, animals, and birds.

Russia's "Test Question."  
Mr. Will Thorne says that, not  
only in Petrograd and Moscow,  
but everywhere in his long journey  
on the battle-front he was asked  
what England was going to do  
with Ireland. Even in Russia, it  
appears, Home Rule has become  
a test question. The fact is, the  
insinuations and exaggerations of  
German agents on the subject of  
the treatment of Ireland have  
sunk very deeply. Mr. Thorne  
was emphatic in declaring that  
nothing like enough is being done  
to counteract the malign in-  
fluences which are incessantly at  
work, misrepresenting the aims  
of England and belittling the  
efforts it has put forth on behalf  
of the Allies.

A Conscientious Objector's  
Fate.

At Bishopsthorpe, near York,  
an inquest was held recently on  
the body of Alfred Marlow, aged  
24, of The Lodge, Morton Gains-  
borough, which had been recover-  
ed from the river Ouse, Frank  
North, Fairfax Street, York, and  
Marlow was formerly a clerk at  
Bewitree's oocoo works. When  
the Military Service Act came  
into force he appealed for exemp-  
tion to the local tribunal on  
conscientious grounds. He  
was ordered to join  
a non-combatant corps, and  
was drafted overseas. He refused  
to do work of a military character  
in France, and was sentenced to  
death by a court-martial. The  
sentence was commuted to ten  
years' penal servitude. He was  
sent back to England, and under-  
went imprisonment at Winchester  
and "Workhouse" Scrubs. At  
Wormwood Scrubs he appeared  
before the Central Tribunal, and  
his convictions were considered  
genuine and sincere. The tribunal  
therefore ordered him to take up  
work under the Home Office  
scheme. The witness said he last  
saw Marlow at his house on  
July 4, and asked him what  
he was doing in York. He  
replied that he had been  
missing for some weeks, and that  
on three occasions the Home  
Office authorities had broken their  
pledge to him regarding the work  
he was to undertake. He was  
disgusted at the treatment he had  
received, and had decided to have  
nothing further to do with the  
scheme. He informed the witness  
that he had come to York for the  
purpose of giving himself up to  
the police authorities in order to  
serve the remainder of his  
sentence rather than trust the  
Home Office. The jury returned  
a verdict of found, drowned, and  
the Coroner said he would report  
the statements made by the  
witness North to the Home Office.







# WATSON'S RESORGIN HAIR LOTION

COPY OF ORDER RECENTLY RECEIVED.

"Eldoret,  
British East Africa,  
4th July, 1917,

Dear Sirs.—I would be very much obliged if you would kindly send me by parcels post some of your Resorcin Hair Lotion (oily).

In payment please find enclosed Postal Orders £2 which I hope you will be able to change into local currency.

Yours faithfully,  
(Signed) M. M. D.

SOLD ONLY BY

**A. S. WATSON & CO., LTD.**  
HONGKONG DISPENSARY.  
TELEPHONE 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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## The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 14, 1917.

### OLD SHIPS; OLD REGULATIONS.

In common with other centres, the shortage of tonnage is at the present time being keenly felt on the China coast. The insufficiency of bottoms is, in a large measure, caused by the requisitioning of vessels for employment on behalf of the Allied Governments, and the natural consequence of this shortage is to be found in the abnormally high freight rates which at present prevail. Small coasting vessels are now employed to a much larger extent than in normal times, and so many of these are immune from requisition, it is not surprising to know that old boats, which had been considered as having had their day, are once again being brought into use. It would indeed be interesting to ascertain the extent to which these old craft have been called upon, but of more importance still is the question as to whether adequate steps have been taken to ensure their seaworthiness. So keen is the demand for seagoing vessels, that the merest hulk nowadays fetches astonishingly high prices, and it follows that purchasers should seek to realise as large a return as possible on an outlay far in excess of the normal value of the vessels.

It is a notorious fact that just now a large number of old and worn-out steamers are engaged in passenger trade out of this port. Quite a large proportion of these vessels are over forty years old, and an urgent necessity therefore arises of improving the existing means for safeguarding the lives of those who venture afloat in these craft. Shipping men will agree that old vessels are apt to develop unexpected defects in bad weather that may contribute to their loss, in spite of the utmost care being exercised by experienced surveyors when the vessels are in port. The danger is aggravated by the fact that at present vessels trading between Hongkong and eastern and southern ports do not now follow their customary tracks and are, in consequence, less in touch with one another when at sea than was the case in pre-war days. Many of these boats follow routes which take them, at times, some hundreds of miles from the nearest land, and that probably uninhabited. This being the case, it is essential that every possible step should be taken for the security of the passengers and crew. But what are the facts? Not only are the voyages made by vessels of doubtful seaworthiness, but the existing Board of Trade regulations, framed in the distant past, cannot be said to meet requirements in any adequate sense. For example, these regulations provide that lifeboats must have a set and a half of oars and rowlocks, a mast and sail (the size of which is not specified), and two water buckets, holding about eighteen gallons of water, presumably fresh or otherwise. No stipulation is laid down for the provision of food lockers, neither is there any rule that rations have to be kept on board in readiness for an emergency. Surely in these days permanent water and provision tanks should be fitted in all lifeboats and should be inspected before a clearance is granted. It should also be secured that adequate sails or motors are fitted, so that in the event of any calamity the voyagers might have a sporting chance when left to the mercies of the elements.

The existing conditions, so we are informed, are the subject of much criticism among seafaring men, who, on the China coast, are often brought face to face with extremely bad weather conditions. Some years ago an idea gained currency that all vessels carrying more than fifty people would be required to have a wireless installation, but the idea seems to have been lost sight of during recent times when, with many age-worn boats in service, the value of such an arrangement would be obvious. We are given to understand that the cost of providing a transmitting plant of some 200 miles' radius would not greatly exceed the freight now received on ten or twelve tons of rice from Saigon. We should have thought that, after last winter's experience, when ships short of coal were drifting or unloading in many parts of the China Sea, some definite steps would be taken to meet the contingencies to which we have alluded. At any rate, some improvement on present conditions is called for, and if adequate steps are not soon taken it is quite conceivable that the people who travel in these old crocks, or the brokers who arrange the passages, will protest and refuse to patronise them until reasonable precautions are taken to insure them against possible disaster. Hongkong, as a shipping port, is vitally concerned in this matter, and by amending the Merchant Shipping Ordinance the Government could very easily compel the observance of regulations more in harmony with present-day requirements than those now in operation. The subject appears to be an urgent one and to be deserving of the serious consideration of the authorities.

### Hongkong Roads.

The observations contained in the annual report of the Director of Public Works concerning the maintenance of the thoroughfares in the city are most gratifying. It is put on record that the bituminous treatment of roadways has been considerably extended, the result being an appreciable diminution in erosion. Everyone will agree that where this method of surfacing has been put into operation a distinct improvement in every respect has been effected. The roads wear better, their surface is more even, and in summer the "glare" is very materially modified. In former days, before this process was adopted, our thoroughfares were often badly damaged by heavy rains no sooner than they had been re-surfaced, but at length the P. W. D. has hit upon a method which has been tested and found not wanting. The manufacture of tar macadam and of paving slabs at the Government quarry is another indication that, in the matter of road construction and upkeep, Hongkong is now well abreast of the times. The Department is to be congratulated on its efforts, a wide extension of which will, we are sure, meet with general approval.

### Germany's Former Colonies.

From references one occasionally reads regarding Germany's former Colonies, which the fortunes of war have placed in Allied hands, it would appear that, even in quarters where one might expect scurvy views, there exists a certain amount of doubt as to what is likely to be their ultimate fate. In the opinion of the British Government there is not the slightest dubiety regarding the matter. They are, as Mr. Walter Long said not long ago, to be retained in British possession until the British deem it expedient to dispose of them in a manner that will not depend upon Germany's views on the question. It is not for the sake of Imperial expansion that Britain will retain the captured Colonies. The British Empire is large enough and, until recently, was of such a nature that it was generally recognised that it would be unwise to add to it, owing chiefly to its lack of homogeneity. Now, however, matters are very different. The war has introduced a solidly into the Empire that nothing else could have brought and which makes of it one splendid piece of unity. The captured Colonies could easily be incorporated and doubtless will be. But it is not for further Imperial aggrandisement that such a course will be adopted, so much as to benefit the native people affected by such a step.

### Colonising Contrasts.

All know the striking contrast that was presented between the colonising methods of the British and the Germans. It is not by intellectual but by moral superiority that the British hold their position in India; and, in South Africa, the British magnanimity in the case of the Boers was universally extolled. Wherever the Germans have attempted to colonise they have failed, owing to their disgraceful treatment, heartless exploitation and lack of foresight regarding the natives. The supremacy of the military spirit is not conducive to success in colonisation. These observations have occurred from reading the statement by Professor Lowell, President of the Harvard University and Chairman of the Executive Committee of the League to Enforce Peace. In the statement he said "We (the Americans) cannot consider the return to Germany of her former Colonies, that their people may be exploited as they have been in the past." In this, as in practically everything else, the United States and Great Britain are eye to eye.—an important factor that will be of very great weight when peace terms are really under discussion.

### Japanese Fighting for Canada.

So far the casualties among the Japanese volunteers in the Canadian contingents at the western front have been 25 deaths and 45 wounded.

### DAY BY DAY.

WASTE OF TIME MUST BE THE GREATEST PRODIGALITY FOR LOST TIME IS NEVER FOUND AGAIN.

To-morrow's Anniversary. To-morrow is the 60th birthday of Mr. William H. Taft.

The Dollar. The opening rate of the dollar on demand to-day was 3.25/8d. The closing rate will be found on Page 1.

Opium Poisoning. A Chinese woman, living at 12, D'Aguiar Street, has been sent to the Government Civil Hospital suffering from the effect of opium poisoning, which is supposed to have been self-administered. Knocked Down by Motor Car. A fourteen-year-old boy, living in Staunton Street, has been sent to the Government Civil Hospital, suffering from injuries sustained by being knocked down by motor car No. 73, belonging to the Consignee Garage. The boy sustained injuries to his head.

Insane. Whilst a Yeaman ferry launch was crossing the harbour yesterday, a Chinese woman jumped overboard. The woman, who lives at 38, Gage Street, was rescued and later taken to the Government Civil Hospital, where she was found to be insane.

Caught by the Watchman. A watchman at Messrs. Holt's godowns saw two coolies roaming about near the premises early this morning and saw them break open a bag of sugar candy and steal a quantity. It transpired that the men had no right there and Mr. J. R. Wood, at the Magistracy to-day, sent them to prison for seven days each.

Kowloon Unity Workers. The Kowloon Unity Workers have this week sent the following parcels:—Miss Vivien, The Marine Hotel, 24 pieces of women's clothing; Mrs. Lefroy, Vice President S.S.F.A., 21 pieces of women's and children's clothing and 14 pieces of women's clothing; Miss Tucker, Soldiers' & Sailors' Help Society, 15 pieces of men's clothing.

An Employee's Lapse. When a Chinese was charged before Mr. J. R. Wood, at the Magistracy this morning, with stealing a filter bag from the Sugar Refinery, Mr. Agassiz said the man had a very good character, having been employed at the works for a number of years. The case was remanded until to-morrow morning, bail being fixed at \$50.

Lean Days. An emaciated and hungry-looking Chinese was charged before Mr. J. R. Wood, at the Police Court this morning, with hawking without a licence. He stated that he once owned two junks but had them destroyed in the 1906 typhoon. He had been trying to earn a living, and had no money to pay for a licence. His Worship warned him not to hawk without a licence, and discharged him.

Opium Divan. The police made a raid on 36, Queen's Road West, yesterday, and arrested eight men in connection with an opium divan which was being kept there. Opium, lamps and pipes were seized. Before Mr. Dyer Ball, at the Magistracy this morning, the keeper of the divan was fined \$35, or six weeks' hard labour, the other seven being fined \$2 each, the alternative being seven days' hard labour.

Smoking Concert. Owing to the typhoon signal being hoisted, the bathing picnic arranged for the 88th Company and R. G. A. under the auspices of the Services Entertainment Fund was cancelled and a smoking concert was held in the mess dining room. Supper was served at 8 p.m. and there was a plentiful supply of sandwiches, pastry, cakes, fruit, tea and cigarettes. A most enjoyable programme was provided, those contributing being Messrs. Wainwright, E. Jones, P. Arman and Cooper, Sgt. Tipper and the Sergeants from Mount Davis, Gunners H. J. E. Jones, Linney, H. Vella, Dewhurst and Uring, while gramophone selections were also provided. At the close, a hearty vote of thanks was accorded the Services Entertainment Fund, the Rev. C. L. Cooper Hunt, O. F., the Rev. T. Robinson and 2nd Lieutenant Wilkinson for the loan of his gramophone.

### HONGKONG PUBLIC WORKS.

Points from the Director's Annual Report.

We take the following from the annual report of the Director of Public Works:—The revenue derived from land sales, etc., for the years 1914-1916 was:—1914, \$268,476.27; 1915, \$96,977.60; 1916, \$350,718.89.

Sales by Auction.—Twelve lots were sold in Hongkong and three in Kowloon which realised \$82,392.00 and \$83,834.00 respectively. The District Officer at Tsupo sold 144 small lots which realised \$64,634 and the Assistant District Officer at Hongkong 17 lots which realised \$2,261.00.

Same without Auction.—In New Kowloon, an area of about 226.92 acres, comprising former shore and seabed in Kowloon Bay, was disposed of for reclamation purposes in connection with a scheme for providing a residential district for better-class Chinese. The area contains 23 lots, viz. N.K.L.L. 115 to 138, inclusive, having an area of about 151.38 acres on 6,594,044 square feet, the premium paid being \$75,000.00. The total Crown rent payable will amount to about \$30,276 and will commence not later than seven years from 29th March, 1916. The remainder of the area comprised within the boundaries of the reclamation (about 75.64 acres) will be taken up by roads, streets, culverts, etc., which are to be handed over to Government, free of cost, on completion.

Telephone Cable across the Harbour.—As the cable hitherto existing only contained eight cores, several of which were defective, it was decided to supplement it by laying a new cable of 10 pairs (20 cores). As mentioned in last year's report, an indent for the cable was forwarded in May, 1915. It arrived in May, 1916, and was laid forthwith. On the night of the 6th September, during a storm, the cable was fouled by a ship's anchor and severely damaged. Attempts were made to effect the necessary repairs in position, but, ultimately, the cable had to be taken up and repaired on shore. Repairs were completed in November, the damaged portion being cut off, thus rendering the cable too short. The sound portion of the cable, 1,220 yards in length, was re-laid; the end being secured to enable it to be raised when required, and 440 yards of new cable were ordered to replace the damaged portion. 1916 Expenditure, \$7,516.86.

Water Supply.—The total of water supplied during the year amounted to 1,852.75 million gallons filtered and 41.66 million gallons unfiltered, making a grand total of 1,894.41 million gallons, or 36.57 million gallons more than during 1915. The average consumption of filtered water per head per day for all purposes throughout the whole year amounted to 19.1 gallons whilst, during constant supply in all districts, it was 24.6 and, during the time when the supply in the Rider Main Districts was derived from public street fountains, it amounted to 15.3 gallons. In arriving at the above figures, the population has been estimated at 264,919 in each case.

Tests of Mortar.—Attention was given to the testing of mortar, 142 samples being taken from works in progress. In one case in which the mortar was found to be below the accepted standard, legal proceedings were taken with the result that a conviction was obtained, a fine of \$100.00 being inflicted.

Improvements, &c., of Public Streets.—The policy of requiring houses, when undergoing reconstruction, to be built at a higher level where necessary in order to provide for the future raising of certain low-lying areas in Hongkong and Kowloon has been continued. In some cases, arrangements are made with owners whereby the ground floors of their houses are retained at their former levels upon their giving an undertaking to raise such floors when the raising of the street is carried out. In the case of some streets,

### GOVERNMENT PAPER STOLEN.

A messenger in the Garrison Headquarters Office was charged before Mr. J. R. Wood, at the Police Court this morning, with stealing a quantity of Government paper, valued at \$7.05.

An Indian constable stated that he saw the man carrying the paper near Wanchai Post Office. When questioned, the man said he had bought it from a fire-cracker shop, but the shopkeeper denied selling it to him. The defendant was arrested.

Inspector Sim said that after the arrest he went to the defendant's quarters, at 13, Wo Street, where he found some more Government paper, this being expensive autograph paper.

Captain Cassell stated that the paper was stolen from the Clerk's office. There was a good deal of puffing going on.

Defendant's excuse was that he found the paper in a waste-paper basket. He thought it had been thrown away.

His Worship passed sentence of six weeks' hard labour.

Steps have been taken towards effecting improvements in the building lines whilst in other schemes for widening have been decided upon. These proposals are being carried into effect as opportunity arises.

Dredging off Kowloon Point.—Dredging for the Western and Southern approaches to the new pier of the Hongkong and Kowloon Wharf and Godown Co., Ltd., was continued and completed during the year. Operations were again hampered by breakdowns and by the difficulty of obtaining suitable European Officers for the vessel. This difficulty ultimately became so acute that from August to December, when operations were completed, the dredger was manned entirely with Chinese. It is worthy of note that, during this period, whilst the progress made was slow, no breakdowns occurred.

Praya East Reclamation Scheme.—The proposal to proceed with this work, which has remained in abeyance since 1905, having been revived negotiations with the Naval Authorities and with Messrs. Jardine, Matheson and Co., regarding certain matters involved in the scheme were proceeded with. In the former case, the negotiations related to a proposal to acquire a corner of the Arsenal Yard with a view to affording direct communication from Queen's Road to a new main thoroughfare to be laid out on the Reclamation, thus eliminating the existing bends formed by Arsenal Street. Questions relating to the junction of the Reclamation with Admiralty property had also to be arranged. All these matters were finally settled by a letter from the Admiralty, dated 8th November, 1916, agreeing to the terms which had been proposed by the Colonial Government. In the latter case, the negotiations related to a proposal to convert a portion of L.L. 29, which fronted on Praya East, into a Marine Lot and to the surrender or exchange of certain portions of M.L. 52 and L.L. 29 and 91 in connection with the extension past East Point property of the new main thoroughfare already alluded to. A statement of the terms of settlement with regard to the conversion of a portion of L.L. 29 into a Marine Lot will be found in paragraph 16 of this Report. The other matters were also satisfactorily arranged, the negotiations being concluded in November, 1915. In order to enable reliable estimates of the scheme to be prepared, soundings were taken over an extensive area, the area to be reclaimed being defined by piles driven into the bed of the harbour. The cost of these operations was defrayed from an "Advance Account," the expenditure during the year amounting to \$6,989.21, of which \$5,618.40 represented the salary of the officer principally engaged on the work. Operations were still in progress at the close of the year.

### TO-DAY'S MISCELLANY.

Mrs. Lloyd George's criticism of the domestic charm of 10, Downing Street recalls the crisp sketch of that famous house which is given in "The States," a novel in which Mr. Eden Phillpotts and Mr. Arnold Bennett collaborated. It would be an interesting literary study, by the way, to determine which of the authors wrote this chapter; most readers would credit it to Mr. Bennett, if only on the strength of such a passage as this:—"Why does the residence of the Prime Minister of the kingdom resemble the dwelling of a retired grocer of simple tastes?" The reply to this is forthcoming. It does not. It only pretends to resemble the dwelling of a retired grocer. No. 10, Downing Street begins to reveal itself as a surprise packet when you have rung one of its three bells and penetrated the front door to open. You then discover yourself in an entrance hall whose walls, wains and general shabbiness would be the instant ruin of a Bloomsbury temperance hotel, and you perceive that you have unwittingly done an injustice to the retired grocer. You decide that no grocer, at any rate no English grocer, would tolerate such a kennel. But when you have penetrated a little farther, and especially when you have mounted the first flight of stairs, you will be ready to remodel your views once again. Within thirty seconds you will have lost your bearings. Within sixty you will admit that you are in a palace, full of bewildering corridors and endless vistas of sumptuousity, with here and there a glimpse of some immense and stately apartment. No. 10, Downing Street begins exactly where you might have expected it to finish.

If we may judge by the portraits of Dr. Michels published in this country, says the *L. & C. Express*, the change in the Chancellorship is not for the better. Bethmann-Hollweg bore the countenance of one harassed, apologetic, reflecting the spirit of his environment with the conscientiousness of a chameleon; he suggested a provincial professor, and a little bewildered at finding the post so un congenial. But his successor looks the Complete Man. His Bernstein is almost an infringement of copyright; he looks the whole spirit that ravaged Belgium; the face that would launch a thousand U-boats against a thousand Lusitanias.

The historian of the mythology of the war will now be able to draw upon material offered him by America. In an article headed "Some One Who Had It From Some One," the *New York Evening Post* reports that the United States, within a few weeks of its actual entrance upon the war, has done very well in the matter of candour. Eagle eyes from the trolley cars have detected the presence of captured U-boats in the Brooklyn Navy Yard. People of acute hearing have daily caught the sound of firing squads on Governor's Island, where they execute spies in batches. "As for the hospitals that are now crowded with American wounded from a great naval battle fought somewhere between Archangel and Pernambuco, the story, in respect to dimensions, thrill, and circumstantial details, is not very far behind the famous Boasian army which passed through England during the first months of the war."

The late Rev. H. W. Moss, who has just left a large endowment to Shrewsbury School, succeeded the great Greek scholar, Dr. Kennedy, in the headmastership when barely 25, and must have been the youngest man ever appointed to such a position. Among his disciples have been Dr. Frank Paget, the late Bishop of Oxford; Dr. Luke Paget, the present Bishop of Stepney; Dr. Horton, of Hampstead; Sir Owen Seaman; and Mr. H. W. Nevillson. During his tenure of office Mr. Moss effected some revolutionary changes, including the removal of the school from swampy city quarters to the most charming site in England.



## INCOMPLETE MANIFEST.

Imports and Exports  
Prosecution.

The manager of the Osaka Shosen Kaisha, Mr. Higuchi, was summoned before Mr. J. B. Wood, at the Police Court this morning, by the Imports and Exports Department for giving an incomplete manifest of the goods imported by the Indo Maru. It was alleged that the manifest did not state that one case of Japanese wine was being imported.

Mr. J. B. Lloyd, of the Imports Office, said that he did not impute any malice or guilty knowledge, but thought that the error was due to the carelessness of someone in the firm's office.

Mr. Grist, for the defence, pointed out that guilty knowledge was an essential part of the offence. He asked for the discharge of the defendant, because Section 87 of the Ordinance stated that there could not be a conviction unless the commission were committed knowingly.

A clerk in charge of the liquor manifests at the Imports Office spoke to the copy of the manifest supplied not mentioning the case of wine imported. Each shipping Company had to supply a correct copy.

Mr. Lloyd went into the witness box and, on being questioned by Mr. Grist, stated that the ship's manifest did show the wine, but it was not shown on the copy supplied to the Imports Office. It was quite possible for a mistake to have been made in the copying.

His Worship adjourned the case, suggesting that Mr. Lloyd might like time to re-consider his position.

## CANTON NEWS.

## More Talk of Northern Expedition.

Our Canton correspondent writes under date of September 13 as follows:—

A meeting held in the Generalissimo's office at Whampoa decided on three points:—1st, the training of 10 divisions for the Northern expedition (the Generalissimo of the Army and Navy to be the Commander-in-Chief); 2nd, the 3rd division of Yunnan troops to march from Shikwan for Hunan and the 4th for Fokien, assisted by the naval squadron; 3rd, to ask the Special Parliament to vote a big loan to cover ammunition and military expenses.

A reception has been given to the Civil Governor by the Provincial Assembly. The Speaker stated that this reception was more for Governor Li personally than for the Civil Governor of Canton, as Li is a native of this province and would do a great deal for the benefit of the people. Li replied that he was merely a military man and consequently could not express his political opinions, but he would say that situation in Kwangtung was like a boat in a storm—it depended on the occupants to unite to save the boat. He added that all the members of the Assembly were the occupants of the boat.

It is interesting to note that the official document from Peking for Li Ku-hon's appointment to the post of Civil Governor was signed by the Acting President and countersigned by the Premier Tsaï Chi-jui, whom the Southern Provinces say they do not recognise.

Owing to financial difficulty, the Treasury has borrowed from various bankers a total sum of \$150,000 to meet the expenses of the Yunnan troops and the expenses for civil and military officers.

On the day of his accepting office as Generalissimo, Dr. Sun observed that the uniforms of his bodyguard were very poor in comparison with his own uniform. He has accordingly ordered 1,000 summer and 1,000 winter uniforms to be made for his men, the former to cost \$12 and the latter \$30 each.

Two Germans who were employed by the Maritime Customs at Kowloon, along with their wives and children, have been sent to Canton by the Superintendent of Customs there and are kept in the German chapel at Fong Chuen, by order of the Provincial Authority.

## THE SERVICE DOLLAR.

## Position Explained to the Navy League.

The following letter has been sent by Mr. E. A. M. Williams, Hon. Secretary and Treasurer of the Hongkong branch of the Navy League, to the General Secretary in London:—

Dear Sir,  
I beg to confirm my telegram of the 28th ultimo reading as follows:—“Hongkong branch Navy League strongly supports Services for relief from unbearable hardship caused by high rate of exchange which reduces local pay silver currency by over one-third. Publish this London newspapers.”

In case this question of local currency is not clear to you, I will endeavour to explain the position in this part, and indeed in China generally.

The currency of Hongkong and of China may be said to be the silver or Mexican dollar, the sterling equivalent of which fluctuates from day to day with the price of silver on the London or New York markets. To illustrate this, please note the following summary of bar silver prices and sterling value of Hongkong Silver dollars:—

| Year. | Bar Silver in London. | Sterling equivalent to Hongkong Dollar. |
|-------|-----------------------|---|
|       | Highest               | Lowest                                  |
| 1880  | 5 1/2                 | 4/0                                     |
| 1890  | 5 1/2                 | 3/10                                    |
| 1900  | 3 1/2                 | 2/11                                    |
| 1910  | 2 3/16                | 1/10 1/8-9/10                           |

During the war, the price of bar silver has steadily increased until to-day it is 49, and the sterling equivalent of the Hongkong dollar is 3/2.

Mercantile assistants and civil servants coming from the Home-land have, as a general rule, their salaries fixed in sterling by agreement, and from 1894 to 1915 it may be roughly assumed that in fixing these sterling salaries employers have had in mind a dollar having a sterling value of round about 2/-.

It will be seen that a man whose sterling salary is, say, £300 per annum has, until 1915, been drawing in local currency about 3,000 silver dollars. This man now draws at the current rate of exchange \$1,894, a shrinkage in income of \$1,106, or over 36 per cent. At the same time, the actual purchasing value of the silver dollar has decreased for the prices of practically all local necessities, and even in the case of things which may be said to be in the nature of imported luxuries the high exchange has failed to compensate for the higher cost of production, freight, etc.

In the case of the Services, where the sterling pay translated into local currency barely suffices for essentials in normal times, the position of the men, both Army and Navy, at the moment is intolerable. Married men, in order to provide the bare necessities of life for their families, are reduced to the degradation of accepting private charity. Representations have been made by the heads of the Navy and Army to the authorities, His Excellency the Governor has communicated to the Secretary of State and urgent telegrams have been despatched by the Joint Committees of the Hongkong General Chamber of Commerce and the local branch of the China Association to the Prime Minister, all without apparent effect.

The feeling among the Services is intense, and I enclose for your information cuttings from the local press of correspondence and leading articles. In 1913, the Hongkong Government, presumably with the approval of the Home Authorities, recognised the hardship caused to civil servants by a high dollar and granted them the privilege for the future of drawing 4/5 of their pay at 1/9 to the dollar, and the balance at current rate. It is urged that similar concession should be granted to members of the Services stationed in Hongkong and China generally, and that any concessions should be retrospective. I trust you will give the subject matter of this letter the very widest publicity, as it appears that only a Press campaign can move the Imperial Authorities to ordinary acts of justice.

I am, dear Sir,  
Yours faithfully,  
E. A. M. WILLIAMS.

## POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (R), state:—

On and from Monday, September 17, all reports against Police Reserve defaulters must be sent to the D.S.P.'s Office, and not, as hitherto, to the A. S. P. R., at Victoria Gaol. As from the above date, the entire business of the Discipline Department will be transferred to the above mentioned Office.

Band and Orchestra.  
There will be no band practices during week ending Saturday, September 22.

Orchestra practices will take place on Monday, September 17, and on Thursday, September 20 (and not on Friday, September 21, as previously ordered).

Strength.  
Crown Sergeant Chow U Ting reverts to the rank of Constable at his own request.

Crown Sergeant Chan S. K. is appointed Section Commander of Section No. 13.

## TO AVOID DYSENTERY

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.

## PINKETTES

are laxative perfection. They dispel constipation, liveriness, hot headaches, bile. As good for the children as for adults. Of chemists, or post free 60 cents the box, from D. Williams Medicine Co., 98 Schuchow Road, Shanghai.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE TO CONSIGNEES.

Consignees per Steamer "BRAZIL," are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 6th Sept. Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th September, or they will not be recognised.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE, Agents for Charterers.  
Hongkong, 6th September, 1917.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LIMITED.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "ANTENOR,"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, when it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 7th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th Sept. or they will not be recognised.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 6th September, 1917.

## DAIRY FARM NEWS.

## PURE MILK

An ideal summer beverage and the most nutritious food.

## DAIRY FARM MILK is SAFE MILK.

## TO-DAY'S ADVERTISEMENTS.

## THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

Incorporated in Hongkong.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Union Insurance Society of Canton, Ltd., will be held at the Head Office of the Society, Nos. 3 & 4 Queen's Buildings Victoria in the Colony of Hongkong on the 27th September 1917, at 12.15 o'clock P.M. when the subjoined Resolution passed at an Extraordinary General Meeting convened for that purpose and held on the 1st day of September, 1917, will be submitted for confirmation as a Special Resolution.

That the provisions of the Society's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.

Should the above Resolution be confirmed as a Special Resolution by the requisite majority the alterations in the Society's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

A print of the Memorandum as proposed to be altered can be seen at the Head Office of the Society.

Dated this 14th day of Sept. 1917.  
C. H. P. HAY,  
per pro. General Manager.

## JOINT SERVICE of the

## "NEDERLAND" AND "ROTTERDAM LLOYD"

Royal Mail Lines.

## NOTICE TO CONSIGNEES.

THE Steamship "PRINSESS JULIANA,"

having arrived from SAN FRANCISCO, consignees of cargo are hereby notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Henk Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after noon the 23rd September, 1917, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 26th September, 1917, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on or before the 22nd September, 1917, at 10 a.m. by the Company's Surveyors Messrs. Goddard & Douglas.

No Insurance whatsoever has been effected.  
Bills of Lading will be countersigned by  
JAVA-CHINA JAPAN LIJN.  
Hongkong, 16th September, 1917.

## TO-DAY'S ADVERTISEMENT.

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer.

"TEIRESIAS,"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 8th Sept.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th Sept. will be subject to rent.

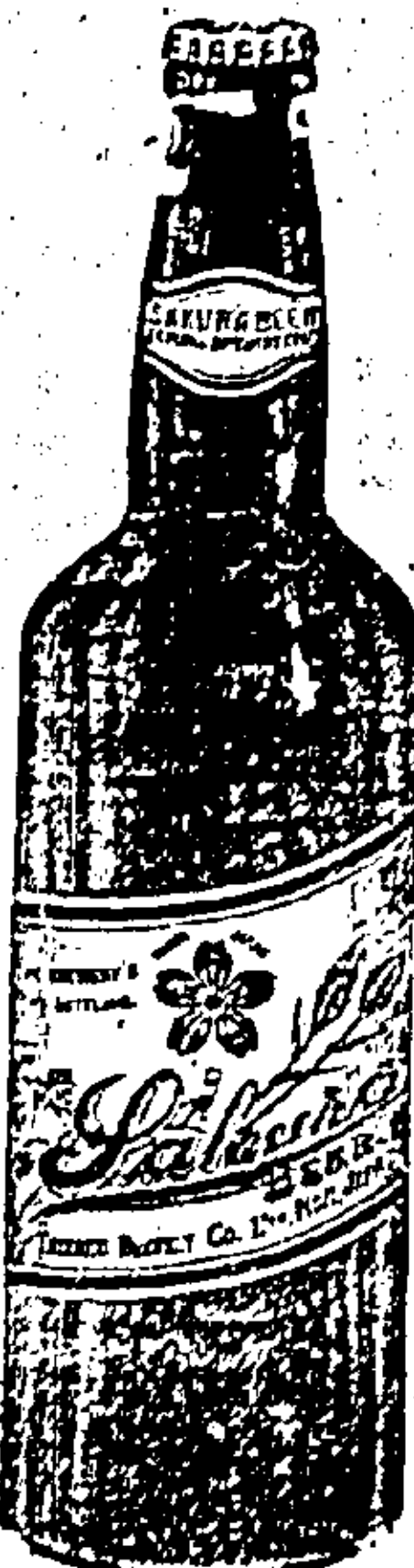
All Claims against the Steamer must be presented to the undersigned on or before the 28th Sept. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong September 8th, 1917.

## SAKURA BEER



SOLE AGENTS:  
SUZUKI & CO.  
TEL. 468  
ALEXANDRA "BUH QING"

## B.V.D. COAT CUT UNDERVESTS, KNEE LENGTH DRAWERS, UNION SUITS, PYJAMAS.

Nature has created two unfailing agents of coolness to offset summer heat, — wind and wave. The ingenuity of man has evolved the third—B.V.D. Put it on, and you're more comfortable and competent for anything on the day's state from work to play.

## MACKINTOSH

A CO., LTD.  
Men's Wear Specialists,  
16, DES VŒUX ROAD.  
TELEPHONE NO. 29.

## Wm. Powell Ltd. TELEPHONE 346



Stocked in all the leading Shapes and in quarter sizes.


## POWELL'S COLLARS

MAINTAIN THEIR

## HIGH-STANDARD



Owing to the continued rise in the exchange [we are now selling at] PER \$3.75 DOZ.

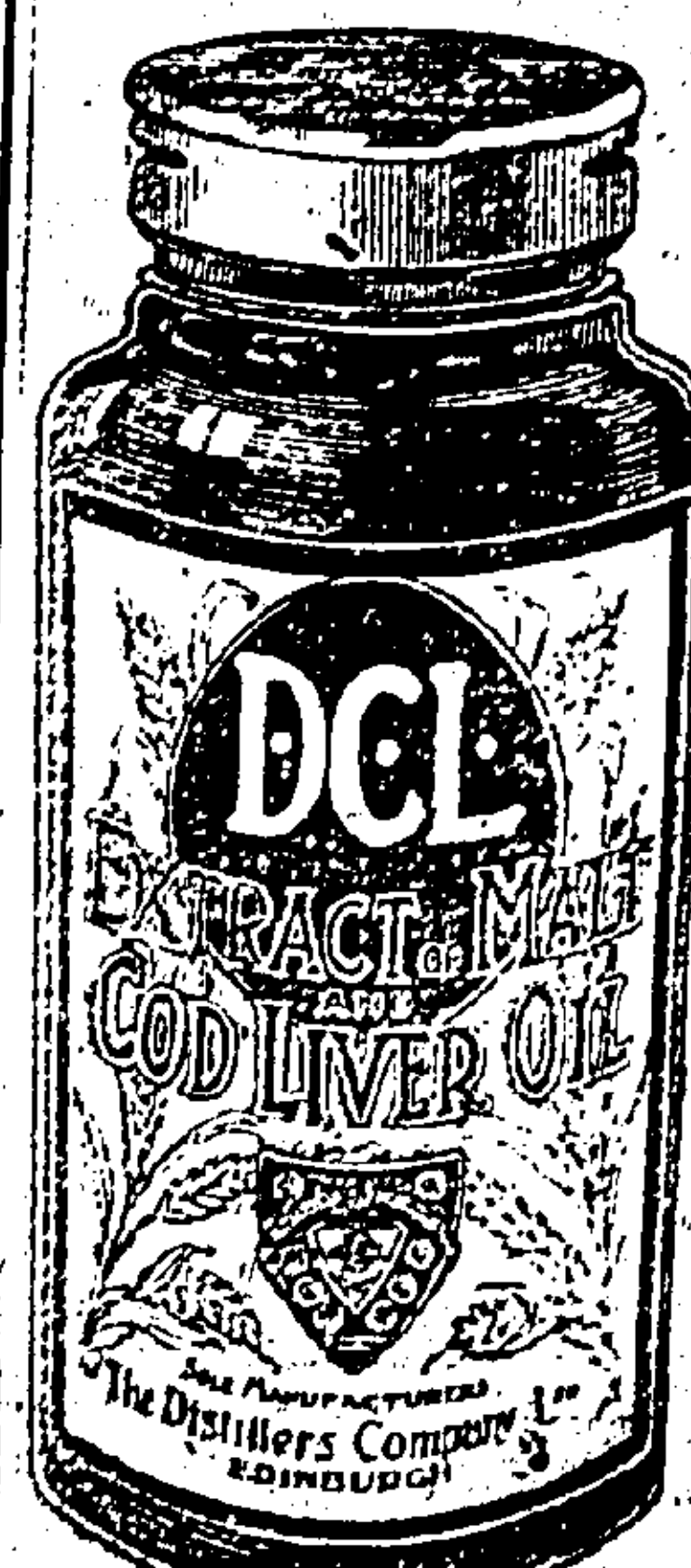
**COLUMBIA**   
**GRAFONOLAS**  
**LATEST MODELS**  
**JUST RECEIVED**  
PRICES FROM \$25.00 UP.  
BASED on Present HIGH-EXCHANGE.  
SOLE DISTRIBUTORS.  
**THE ANDERSON MUSIC & CO., LTD.**  
16, DES VŒUX ROAD, TEL. 1322.

## D. C. L.

Malt Extract

with

Cod Liver Oil.



The Distillers Coy., the largest firm of Distillers in the World, has at its disposal a supply of the best and choicest barley procurable, which is malted on their own premises by the most scientific methods of manufacture.

SOLE AGENTS:—  
**CANDE, PRICE & CO., LTD.**  
TEL. NO. 135.  
8, Queen's Road, Central, Hongkong



## SHIPPING

## P. &amp; O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS

LONDON &amp; BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID &amp; MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID &amp; MARSEILLES.

SHANGHAI, MOJI, KOBE &amp; YOKOHAMA.

LONDON &amp; BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID &amp; MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office  
Hongkong, 1st April, 1917.E. V. D. Parr,  
Superintendent.CANADIAN PACIFIC  
OCEAN SERVICES LIMITEDQUICKEST TIME ACROSS THE PACIFIC  
To Canada, United States and Europe via Vancouver  
In connection with the Canadian Pacific Railway.PROPOSED SAILINGS FROM HONGKONG TO VANCOUVER  
(Subject to Change without notice)MONTEAGLE ... Sept. 18. EMPRESS OF ASIA ... Nov. 22.  
EMPRESS OF ASIA ... Sept. 27. MONTEAGLE ... Nov. 24.  
EMPRESS OF RUSSIA Oct. 25. EMPRESS OF RUSSIA Dec. 20.  
EMPRESS OF JAPAN Nov. 7.EMPRESS OF RUSSIA. EMPRESS OF ASIA.  
30,625 tons displacement. 30,625 tons displacement.  
Electric Heat in Every Cabin. Electric Light in Every Berth.  
One, Two and Three Berth Rooms. Suites with Private  
Bath. Laundry, Gymnasium and Cafe.EMPRESS OF JAPAN. MONTEAGLE.  
11,000 tons displacement. 12,000 tons displacement.  
Twin Screw Steel Steamships, with Modern Accommodations.  
Excellent Table. Reduced First Class Fares.S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at  
Shanghai both East and West Bound.Through Bill of Lading issued via Vancouver to destinations with the Canadian  
Pacific Ry. to all Great Lakes Ports in Canada and the United States, also to Pacific  
Coast Ports, European Ports and the West Indies.For information as to Passage Fares, Freight Rates, etc., apply to  
Agents:HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.  
J. R. SHAW, General Agent, Passenger Department, Hong Kong. J. M. WALLACE, General Agent, Hong Kong.

TELEPHONE 42.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for  
passengers and are fitted with all modern conveniences and carry a  
fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.  
Hongkong, June 15, 1917. Agents.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO  
UNITED KINGDOM AND CONTINENT.For particulars of sailings shippers are requested to approach  
the undersigned.  
Steamers proceed via Cape of Good Hope.  
Subject to change without notice.THE BANK LINE, LTD.,  
General Agents,or to REISS & Co. Canton  
Hongkong, 2 Jan., 1917.

## MOTOR CARS

FOR SALE OR HIRE  
ORDERS BOOKED IN ADVANCE. APPLY:-  
EXILE GARAGE.

TEL. No. 1063.

DEE YU KUI ROAD.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

| Destination.   | Steamers.                      | Sailing Date                                 |
|--|--------------------------------|--|
| LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira... | Sinaba Maru<br>Capt. Higo      | T. 12,500 { MON., 8th<br>Oct., at noon.      |
| VICTORIA, B.C., & SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, & Yokohama...       | Yokohama Maru<br>Capt. Terada  | T. 12,500 { WED., 24th<br>Oct., at noon.     |
| SHANGHAI, Kobe & Yokohama...   | Kirin Maru<br>Capt. Sasaki     | T. 8,000 { THURSDAY,<br>20th Sept.           |
| SEANGHAI, Kobe & Yokohama...   | Fushimi Maru<br>Capt. Iizawa   | T. 21,000 { TUES., 25th<br>Sept., at 11 a.m. |
| SHANGHAI, Kobe & Yokohama...   | Hirano Maru<br>Capt. Fraser    | T. 16,000 { TUES., 25th<br>Sept., at 11 a.m. |
| SHANGHAI, Kobe & Yokohama...   | Saga Maru<br>Capt. Komatsubara | T. 12,500 { SATUR., 10th<br>Oct., at 11 a.m. |
| Kobe   | Nikko Maru<br>Capt. Takeda     | T. 9,600 { SUN., 23rd<br>Sept., at 11 a.m.   |
| Kobe   | Rangoon Maru<br>Capt. Goto     | T. 8,900 { SATURDAY,<br>22nd Sept.           |

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.  
(CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.

Wireless Telegraphy. NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293. B. MORI, Manager.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailing from Hongkong—Subject to change without notice.

| Steamers.    | Tons.  | Leave Hongkong. |
|--------------|--------|-----------------|
| PERSIA MARU  | 9,000  | 22nd Sept.      |
| KOREA MARU   | 18,000 | 5th Oct.        |
| SIBERIA MARU | 18,000 | 18th Oct.       |
| TEIKO MARU   | 22,000 | 25th Oct.       |
| NIPPON MARU  | 11,000 | 10th Nov.       |
| SHINTO MARU  | 22,000 | 23rd Nov.       |

The S.S. "NIPPON MARU" and S.S. "PERSIA MARU" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CHIZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

TONS.

ANYO MARU 13,500

KIYO MARU 14,000

SEIYO MARU 14,000

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Agent.

KING'S BUILDINGS.

Telephone Nos. 2374 &amp; 2375.

## JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

Sailing from Hongkong to San Francisco.

S.S. Arakan 20th Sept. S.S. Binalang 17th Nov.

Tijonidari 15th Oct. Tjikembang 16th Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a fully qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to:-

JAVA-CHINA-JAPAN LIJN.

Managing Agents.

Hongkong, York Buildings.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; HONOLULU.

NOVEMBER 16, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,

Prince's Buildings, Ice House Street. Tel. 1934.

THE ROYAL MAIL

STEAM PACKET

COMPANY.

Owners of The "SHIRE"

Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED

KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215, Sub. Ex. No. 10. Agents.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For              | Steamers. | To Sail.               |
|------------------|-----------|------------------------|
| SHANGHAI         | Anhui     | 16th Sept. at d'light. |
| SWATOW & BANGKOK | Changchow | 16th Sept. at noon.    |
| SHANGHAI         | Shantung  | 18th Sept. at 4 p.m.   |
| SHANGHAI         | Shantung  | 20th Sept. at 4 p.m.   |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

MANILA LINE.—TWIN-SCREW STEAMERS. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
Agents.Telephone No. 36.  
Hongkong September 13, 1917.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
CHINA and JAPAN.

| Steamer                    | From | Expected on<br>or about  | Will leave on<br>or about | For                      |
|----------------------------|------|--------------------------|---------------------------|--------------------------|
| Tiibodas ...<br>Tijmanoeek |      | 17th Sept.<br>28th Sept. | 20th Sept.<br>4th Oct.    | Kobe, Y'hama<br>Shanghai |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
York Building. [15]

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 2 to 10 days.)

Steamships. Captain Leaving.

Haiphong ... J. W. Evans ... FRI., 14th Sept., at noon.

Haifan ... A. E. Hodgins ... TUES., 18th Sept., at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,  
General Managers.

## INDO-CHINA STEAM

## NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

| For                | Steamship | On                            |
|--------------------|-----------|-------------------------------|
| MANILA             | Loongsang | Sat., 15th Sept. at 3 p.m.    |
| HAIPHONG           | Loksang   | Sun., 16th Sept. at 7 a.m.    |
| TIENTSIN via W'wei | Chipshing | Tues., 18th Sept. at d'light. |
| SANDAKAN           | Mausang   | Sat., 22nd Sept. at noon.     |
| MANILA             | Yucsang   | Sat., 22nd Sept. at 3 p.m.    |

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon. This line is temporarily discontinued owing to the war.

Particulars on application.

HANCHANG LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through sailings are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Swatow when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Qingdao.

Under Straits Government Passports Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports, with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215. General Managers.

## AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all parts of the Commercial World.

BANKERS.  
FORWARDERS.  
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—  
the best form in which to carry travel funds.

13, QUEEN'S ROAD, CENTRAL, TEL. NO. 2000.

## COMMERCIAL NEWS.

## Argentina Tries Chilean Coal.

According to information received from the office of the U.S. Commercial Attaché in Buenos Ayres, the Government of Argentina is to import a trial cargo of 5,000 tons of Chilean coal, to be used on vessels of the Navy. This coal is much softer than English and American coal, and it is considered doubtful whether it will be suitable for burning in the furnaces of Argentine vessels.

## Exports from Sweden.

The Swedish Chamber of Commerce for the United Kingdom, London, in receipt of a cable from the Swedish Board of Trade, Stockholm, to the effect that the following articles have been added to the list of goods which are now prohibited for exportation from Sweden to all countries, and also in transit through Sweden:—Mica, unmanufactured or pulverised, a) coloured manufactures thereof not specially mentioned; e) of all kinds, simple or compound, including also etheric solutions in brandy or spirits not specially mentioned.

## Coal from France.

A recent Roule's Paris, telegram says:—With a view to facilitating payment for coal imported from Great Britain, the Minister of Finance, M. Thierry, in co-operation with the Bank of France, has issued the following regulations:—Henceforward importers will pay into the Bank of France, either directly or through their bankers, and on the basis of the average official rate of exchange for the day, francs equivalent to the amount in pounds sterling necessary for the discharge of their obligations. The Bank of France will then transmit an order for payment to the financial agency of the Treasury in London, which will thereupon make payment in pounds sterling. Along with their payments importers are required to furnish, in addition to the commercial documents showing their indebtedness, a copy of their import licence. These documents will be endorsed with a note showing the sums paid and the corresponding coal tonnage.

## The German Commercial Invasion of France.

France is an important consumer of German chemical products; the import of which in 1902 had a value of £364,600, and in 1912 of £2,437,760. Although this is no mean figure, it does not by a long way represent the actual state of affairs, the Germans having established a number of factories within France, to a great extent from considerations connected with the maintenance of patents, &amp;c. As a German factory in France, which has kept its German name, mention may be made of the Societe Anonyme des Anciens Etablissements Weiler-ter-Meer, at Tourcoing, near Lille, a daughter concern of the Weiler-ter-Meer firms at Uerlingen. The products comprise sulphuric acid, nitric acid, &amp;c., and a comprehensive list of aniline dyes. Another example is that of the chemical works, H. and E. Albert, of Amoneburg, near Biebrich, which firm has branches under the German name in Homecourt, Villerupt, Neuves-Maisons and Pompey. The manufacture comprises superphosphates, Thomas meal, &amp;c., and a number of agricultural, chemical, and pharmaceutical products. The chemical factory of Griesheim-Elektron, Frankfurt-on-the-Main, has followed another method. The firm was originally started in 1856, and has now a capital of 14,000,000 marks. The principal manufacture consists of mineral acids, soda, bichromate, aniline goods, potash, &amp;c. The company, in addition to its chief factory at Griesheim-on-the-Main, has factories at Bitterfeld, Kupperster, near Cologne, Spandau, Offenbach, and Giewitz besides being a partner in the Duisburger copper works, the Societe Electrochimique de Flix, in Barcelona, and the Societe Industrielle de Produits Chimiques at Lamotte-Breuil (Department Oise). This latter company was formed in 1896 for a period of 50 years. The share capital began with an amount of £81,000, and has since been raised to £100,000. The company was formed for the manufacture of chemical products in France, and eventually abroad. The board in the first instance, consisted of French and Swiss shareholders, but since then the financial preponderance has gravitated towards the Griesheim-Elektron Company, which has purchased a large proportion of the shares. The production is principally confined to chlorides and alkalis. Engineering?



## NOTICES.

WELLS FARGO & CO.  
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD. SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
FORWARDING DEPT.

1a, Charter Road. Phone No. 1500.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to—

York Building, Tel. 1574.

JAVA-CHINA-JAPAN LIJN.  
Agents.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA"  
14,000 tons each.

Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

s.s. "COLOMBIA" Oct. 10th.  
s.s. "VENEZUELA" Nov. 7th.  
s.s. "ECUADOR" Dec. 4th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,  
Apply to—

Company's Office in  
ALEXANDRA BUILDINGS,  
Chater Road.

HONGKONG, CANTON, MACAO  
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer ..... \$ 7.00  
Return Fare by Night (available also for return by day steamer) 12.00.  
Single Fare by Day Steamer ..... 6.00  
Return Fare by Day Steamer ..... 11.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 14th SEPTEMBER, 1917.

10.00 p.m. Fatshan. | 4.30 p.m. Kinshan.

SATURDAY, 15th SEPTEMBER, 1917.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.  
10.00 p.m. Kinshan. | 4.00 p.m. Fatshan.

## HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,000. | S.S. Sui Tai Tons 1,651.  
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 16th SEPTEMBER, 1917.

The Company's Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and return Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

The attention of the Public is drawn to the special facilities afforded by the Police Department of the Macao Government. Passes are issued at the Police Station facing the Company's Wharf thus obviating delay and trouble in having to apply at this Head Police Station for permits.

Fares: Saloon, Single \$3, Return \$5.

FARES AS USUAL.

## MACAO-CANTON LINE.

S.S. "SUI TAI"

Leaves Macao for Canton every Monday, Wednesday and Friday at 9 p.m. and Canton to Macao every Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. MANNING 569 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.  
S.S. SAINAM (Canton) S.S. MANNING (Wuchow)

## NOTICE.



## BEATING THE U-BOAT.

Submarine to Fight Submarine.

Dr. R. Anema, a well-known Dutch thinker, writes in the *Daily Mail*—

The problem of the destruction of the German submarine has not yet been solved. The latest news indicates, it is true, a decrease in the number of merchantmen sunk but the reports are less encouraging so far as France is concerned. At any rate, the number of merchantmen sunk is still appallingly great.

Without forgetting for one moment the excellent measures taken by the Admiralties to combat the evil, such as metal nets, small surface vessels, sea-planes, and the arming of merchantmen themselves, the writer wishes to call attention to a measure that might be taken now that America, with its thousands of excellent technical hands, has entered into the war. I refer to the submarine itself as a factor in the destruction of the submarine. The measure seems almost too simple to be advocated, and it lacks the attraction of novelty. It consists in opposing equal to equal (submarine against submarine).

It is as a neutral, devoted friend of the Allied cause that I propose in all modesty my idea to the highly competent technical advisers of the Allies, with the following explanatory remarks:—Qualities a fleet of submarine destroyers should possess: The submarine destroyer, built with the object of sinking U-boats, should be twice the size of the boat it has to attack, should have double the surface speed and diving capacity, the external plating should be twice as thick as that of its adversary, and its armament should be twice as powerful.

Supposing Germany possesses 300 submarines, the Allies should have a fleet of 3,000 submarine destroyers to chase the 300 pirates. This fleet of submarine destroyers should be divided into different squadrons, to be stationed in waters which the pirate mostly haunts. Each squadron should be ready to start out as soon as a German pirate has been signalled in its zone.

Why the technical success of the submarine destroyer seems to be assured: Taking the submarine as it exists, the application of my idea, from a technical point of view, has this advantage, that it has not to go through the stages incumbent on an altogether new invention. The necessary stages of every new invention are: (1) The conception of the idea in all its technical details; (2) the trials and experiments before the idea can be put into practice. All this means time, which, at the present, is an exceedingly valuable factor.

Why the submarine destroyer should be more practical than the surface destroyer: Why do I imagine that the submarine itself can be made especially effective in hunting the submarine? In answering this question I would recall the habits of a certain tiny Japanese duck which lives almost as well under as above water. In presence of danger it dives, usually long before the hunter can reach it, just as the German submarine dives as soon as it smells danger. To approach the duck the hunter makes himself almost invisible. His gun lying in front of him on the bow of the boat, he lies prone in an extremely low and small canoe, paddled by a clever little native. Were he able to convert

his surface canoe at will into a submersible, to dive and reappear close to the flock of ducks he certainly would have a better chance of surprising them than now, when he has to remain a long way off and trust to a skill that few shots possess.

The ocean-going German submarine (we know this from the log books of their commanders) keeps out of the way of its enemies. The submersible destroyer would have another advantage over the surface destroyer: that of being able to make itself invisible by diving if attacked.

Lack of adaptability, a weakness of the Allies in this war: I believe that the Allies in this war have often been behindhand in adopting the ideas of others. They should have been quicker to adopt war methods, even those of the Germans, who, having prepared for almost half a century for this war, doubtless had devices worthy of imitation. One of their ideas was the siege gun, which reduced Liege and made Charleroi possible. An instance of German adaptation is the Zeppelin, an engine not theirs originally, but which in their hands has become a force in naval battles. Then there is the submarine.

I am of opinion that the Allies underrated the technical capacities of their opponents. The understate one's enemy is a mistake. Even now, after nearly three years of war experience, one hears intelligent people say that the Germans only imitate. For argument's sake let this be granted. There are, however, moments when the adaptation of principles and devices proves more useful than new inventions. The Germans have realised this. They adapted such inventions as the dirigible, aeroplane, and submarine, and with these "perfected" engines they are doing an immense amount of harm, so much so that at a certain moment it looked as if the pretended submarine blockade of the English coast had become a reality.

I sincerely hope the Allies will take this lesson to heart. I am convinced they can do it now by adapting an "invention" of their own, that of the submarine, and building a large fleet of submersible destroyers. It should not take them long, now that America is with them, to launch some 3,000 speedy, heavily armed undersea destroyers.

As for the crews, it should not be difficult for America, which has taken a great pride in her Navy since the War of Independence, to find the intelligent and valiant sailors necessary.

This undersea fleet would, I believe, soon out-manoeuvre if not altogether destroy the relatively small number of German pirates manning her U-boats.

A German Woman's Petition.  
Through the Governor of Nagano Prefecture a German woman has sent a petition to the Japanese Minister of Agriculture in which she states that owing to the strict application of the Enemy Trading Law in Japan she has been reduced to a state of need. The woman signs herself as Frau Isabel von Bohle and is now staying at the Mikasa Hotel at Karuizawa. She is the wife of a German officer who fought at Tsingtau and has been interned at the detention camp at Koruma in Kyushu province. She arrived in Japan before the War and was receiving Yen 1,000 a month from her home. But since the entry of America the money has stopped and she is in a penniless condition. She asks the Minister to take some way to get money amounting to Yen 600 a month through China for her.

## SHIPPING.

## "NEDERLAND" ROYAL MAIL LINE.

(STOOMVAART MAATSCHAPPY "NEDERLAND")

## "ROTTERDAM" ROYAL MAIL LINE.

(STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD")

JOINT SERVICE

between NETHERLAND'S EAST INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via Nagasaki, Yokohama and Honolulu:

| Steamers.               | Tons.  | Sails.     |
|-------------------------|--------|------------|
| "ORANJE"                | 8,000  | 14th Sept. |
| "KOMAN DER NEDERLANDEN" | 15,000 | 26th Sept. |
| "OPHR"                  | 8,000  | 10th Oct.  |

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to—

JAVA-CHINA-JAPAN-LIJN.

Agents—JAVA PACIFIC MAIL SERVICE.

## NOTICE.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates. Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic address—"COUPON." THOS. COOK & SON, Telephone No. 324. HONGKONG HOTEL BUILDINGS, HONGKONG. also SHANGHAI, PEKING, YOKOHAMA, MANILA. Chief Office—LUDGATE CIRCUS, LONDON, E.C.

## CONSIGNEES

TOYO KISEN KAISHA.

s.s. "PERSIA MARU."

From SAN FRANCISCO  
via HONOLULU  
& JAPAN PORTS.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on 11th September, at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 16th Sept. at 5 P.M. No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on the 20th Sept. at 10 a.m.

No Claim will be recognised if filed after the 30th Sept. 1917.

T. DAIGO,

Agent.

## CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

"BENRINNES."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 22nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 8th September, 1917.

## NOTICE.

## MITSUBISHI CUSHI KWAISHA.

(MITSUBISHI CO.)

## COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, SUSHI, MUTSU, KISHI, ISHIDA, YOSHIMOTO, WUJI, SAKI, ZUTA, SATO, KIMURA, SHIBUYA, KAWAYAMA, SIBAI, and others.

Calleries.

Agents for SAKITO COAL.

HEAD OFFICE:—

MARUNOUCHI, TOKYO.

BRANCH OFFICES:—YAGASAKI,

MOJI, KASATSU, WAKAMATSU,

OTABU, MURORAI, HAKODATE,

KOBE, OSAKA, KURE, TOKYO, YOKO,

YAMA, KAGAWA, TSUBURA, YAMAGUCHI,

WAKKANAI, HAWAII, YOKOHAMA,

LONDON, NEW YORK, HONGKONG,

HONGKONG, HONGKONG, and others.

Cable Address:—"IWASAKI"

Codes: AL, ABA, 5th Ed. West-

ern Union, and Bentley's

AGENTS:—

CHINKANG—Messrs. CHAN-

NG & CO., MANILA—Messrs.

MACONDRAY & CO., SINGA-

PORE—Messrs. ROBERTSON &

LTD., GLASGOW—Messrs. R.

BROWN, MONTREAL & CO., LTD.

For Particulars apply to—

K. KATO,

Manager,

Hongkong, No. 2, Pado

## WATER RETURN.

Level and Storage of water in

Reservoirs on September 1, 1917.

CITY AND HILL DISTRICT WATER

WORKS LEVEL.

City and Hill District Water Works Level.

City and Hill District Water Works Level.

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# A PATRIOTIC CALL.

## THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

### PROSPECTUS

Inviting public subscription for 85,000 shares at par (\$10 each), upon an increase of the Capital of the Company.

It is desired and a resolution for that purpose has been passed, to increase the Capital of the Company to \$1,000,000 by the issue of new shares, for the purpose of extending the business which is firmly believed will, if so extended, not only prove exceedingly profitable to all interested in the Company, but will also supply a want to local concerns.

The Capital of the Company is now \$1,000,000 of which only \$78,080 has been paid up and, on this the Company last year made a net profit of \$19,817 and paid a dividend of 10 per cent at the end of the present financial year. It is anticipated that doubling the Capital will at least treble the profit, and should this anticipation be realized, the Company could pay at least a steady Twenty per cent.

Steel Castings are needed for numerous purposes by all Railway contractors, Engineering and Dock Companies, everywhere in China, and by many small manufacturers. At present a large portion of the Steel products which this Company is able to manufacture is obtained from abroad—at probably a great expense—in consequence of the very limited capacity of this Company to carry out orders received. With an increased Capital, enabling more furnaces to be erected, and more labour employed, this Company would then be in a position to supply most of, if not all, the needs for steel castings in this part of the world; for, with the experience now acquired by the General Managers, and by their present head workmen, there should be no difficulty whatsoever in most satisfactorily fulfilling such requirements.

It is much desired that sufficient additional capital be subscribed, beyond that which is required for the further development of the Steel Casting department, in order to enable a plant to be obtained, and set up, for the purpose of rolling Steel Ingots into material for Engineering, Dock, and Building requirements; for which material there is now a great demand.

It is therefore trusted that many persons in the Colony will be found ready to subscribe towards the increased capital desired, both for their own benefit, and for that of the community generally.

The General Managers are ready and willing to enter into any reasonable agreement desired by the Company to continue their services for a lengthy period. Also, if desired by the Company, they are fully prepared to transfer the control to a Board of Directors, comprised of such persons who are in a position to introduce business, as the Company thinks advisable.

The minimum subscription for the new shares now offered to the public, upon which the General Managers may proceed to allotment, is \$200,000.

Mr. C. BERNARD BROWN of the firm of Messrs. LINDSEY & DAVIS, Hongkong, is the Auditor of the Company.

A copy of this prospectus has been duly filed for registration with the Registrar of the Companies.

Application for Shares should be made to the Company's Bankers, or the office of the General Managers, where forms will be supplied.

GORDON & CO.,

General Managers.

Dated this 22nd day of August, 1917.

#### REPORT AND STATEMENT OF ACCOUNTS FOR 1916-17.

Report presented to the Shareholders at the Seventh Ordinary General Meeting held at the Office of the General Managers, on Wednesday, the 15th August, 1917, at 11.30 o'clock a.m.

The General Managers have now the pleasure to submit their annual report and statement of the Company's accounts made up to 31st May, 1917.

The net profit for the year ended 31st May, 1917, after allowing for interest, Auditor's Fees and writing off depreciation on Company's Plant, Machinery, Launches and Stock, is \$19,817.35. This amount together with the sum of \$12,548.62 undistributed profit brought forward from last year makes an available balance of \$32,365.97 which it is resolved to appropriate as follows:—To place in Reserve Fund \$10,000.00. To pay a dividend of \$1.00 per share \$8,500.00. To carry forward to credit of next year's account \$14,865.97.

| BALANCE SHEET AT 31st MAY, 1917.  |             |  |     |
|---|-------------|--|-----|
| Dr.   |             |  | Cr. |
| <b>LIABILITIES.</b>   |             |  |     |
| SHARED CAPITAL:   |             |  |     |
| Authorized 100,000 shares at \$10 each  | 1,000,000   |  |     |
| Issued 7,808 shares at \$10 each  | 78,080      |  |     |
| MORTGAGE ACCOUNT:   |             |  |     |
| SUNDRY CREDITORS (including General Managers' Profit and Loss Account):   | 20,722.72   |  |     |
| Balance as per last account   | \$19,817.35 |  |     |
| Profit for the year   | 19,817.35   |  |     |
|   | 39,365.97   |  |     |
| <b>ASSETS.</b>  |             |  |     |
| Machinery, Melting Furnaces, Foundry Plant, and Tools, including Amalgamating and Preheating Chambers and also all rights to secret processes as per last account | 153,828.12  |  |     |
| Less Depreciation   | 83,448.87   |  |     |
|   | 70,379.25   |  |     |
| Additions during the year   | 477,418.25  |  |     |
| Less Depreciation   | 450.00      |  |     |
| Value of 2 Launches as per last account   | 4,500.00    |  |     |
| Less Depreciation   | 81.00       |  |     |
| Office Furniture and Fixtures including valuable drawings as per last account   | 81.00       |  |     |
| Less Depreciation   | 17,249.70   |  |     |
| Stock in trade  | 25,833.81   |  |     |
| Work in Progress  | 8,000.00    |  |     |
| Accounts Receivable   | 15,474.89   |  |     |
| Cash at Bank and in hand (Bank \$7,271.54) (Cash \$77.50)   | 7,439.10    |  |     |
|   | 143,202.27  |  |     |

#### PROFIT AND LOSS ACCOUNT.

For the year ending 31st May, 1917.

| To Interest Account                          | 450.00    | By Balance Working Account | 28,117.79 |
|--|-----------|----------------------------|-----------|
| Auditor's Fee                                | 200.00    |                            |           |
| Depreciation on Machinery, Plant, Stock, &c. | 7,254.87  |                            |           |
| Writing off old Machinery                    | 19,817.35 |                            |           |
| Profit for the year                          | 28,117.79 |                            |           |

GORDON & CO.,

General Managers.

I report that I have audited the above Balance Sheet with the books and vouchers of the Company and have found it to be in accordance therewith.

I have received all the information and explanations I have required. No depreciation has been written off Steel Process Patent Rights which appear in the books at their original cost namely \$21,592.56. Subject to the foregoing observation in my opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given me and as shown by the books of the Company.

Hongkong, 6th August, 1917.

C. BERNARD BROWN, A.C.A.,

Auditor.

#### HONGKONG STEEL FOUNDRY CO., LTD.

##### Form of application for Shares.

To the General Managers of  
HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

Gentlemen,

Having paid to the Company's bankers the sum of \$..... being a deposit of \$10 per share for ..... shares of \$10 each of the above named Company I (or we) request you to allot to me (or us) ..... shares on the terms of the Company's Memorandum and Articles of Association and I (or we) agree to accept the same or any less number that you may allot to me (or us) and I (or we) authorize you to register me (or us) as the holder (s) of the said shares.

Name in full

Address

Description

Date

Signature

##### Receipt for Application Money.

Received this ..... day of ..... on account of the Hongkong Steel Foundry Co., Ltd., from ..... the sum of \$..... being a deposit of \$10 per share upon ..... shares of \$10 each of the above named Company.

For the Chartered Bank of India, Australia and China.

Cashier.

N.B.—This receipt when returned to the applicant must be preserved, and it accompanied by receipt for the amount due on allotment, will be exchanged in due course for a certificate.

The Register for application of Shares will be closed on Thursday, 1st November, 1917, at 3 o'clock.

#### HONGKONG DEFENCE CORPS.

Administrative Orders issued by Major H. A. Morgan state:—

Strength.

Private R. J. Wilton (previous discharged from H.K.V.R. on medical grounds joined the Corps on 12. 9. 17. and is posted to "D" Company. Private H. E. Smith was enrolled on 11. 9. 17. and posted to Mounted Section Private A. W. Hill was enrolled on 7. 9. 17. and posted to "D" Company. Private G. Bristow was enrolled on 12. 9. 17. and posted to "A" Coy. No. 4 Platoon. Private J. B. Chapman was enrolled on 12. 9. 17. and posted to "D" Company. Private A. Dransfield was enrolled on 12. 9. 17. and posted to "D" Coy. Private W. A. Dowley was enrolled on 13. 9. 17. and posted to "D" Coy. Private J. R. Shaw was enrolled on 13. 9. 17. and posted to "D" Coy. Private W. H. Bredin is permitted to resign, on leaving the Colony, dated 15. 9. 17. Gunner J. E. Meyer is permitted to resign, on leaving the Colony, dated 25. 10. 17.

Transferred.

Pte. K. M. Cunningham is transferred from "A" Company to Mounted Section, dated 10th September, 1917. Pte. F. A. Britton is transferred from "A" Company to Artillery Company, dated 6th September, 1917. Gr. F. F. Duckworth is transferred from Artillery Company to "A" Company No. 4 Platoon, dated 6th September, 1917.

Promotion.

Pte. R. E. Sedgwick, Mounted Section, to be Lance Corporal, dated 13th September, 1917.

Leave.

All applications for leave up to 3 days must be submitted 24 hours before the leave is required. For leave over 3 days' duration, applications must be submitted one clear week before the leave is required.

Captain F. W. James is granted 5 weeks' leave from 22nd September, 1917.

Pte. W. W. Pearce is granted leave for the duration of the war, from 10th September, 1917. Pte. W. B. Hind is granted 1

month's leave, from 12. 9. 17. Pte. A. D. Gee is granted 1 month's leave, from 12. 9. 17. Pte. N. MacIntyre is granted 1 month's leave, from 15. 9. 17. Pte. B. G. Southerton is granted 6 months' leave, from 17. 9. 17. Spr. D. L. Lyle is granted 1 month's leave, from 13. 9. 17. Pte. A. Linbald is granted 12 months' leave, from 8. 9. 17. Pte. A. W. Smith is granted 3 weeks' leave, from 12. 9. 17. Pte. P. C. Potts is granted extension of leave until 30. 9. 17.

Posting of Officers.

"A" Company.—Company Commander, Captain G. G. Wood, 2nd in Command, Captain A. M. Preston (attached); Platoon Commanders, No. 1 Platoon Lieut. H. B. Hancock, No. 2 Platoon Lieut. O. H. Blason, No. 3 Platoon Lieut. H. W. B. Kennett, No. 4 Platoon Lieut. L. C. P. Rees.

"B" Company.—Co. Commander, Major G. H. Wakeman; 2nd in Command, Captain C. Champlin (attached); Platoon Commanders, No. 5 Platoon Lieut. C. W. Beawick, No. 6 Platoon Lieut. E. R. Jones, No. 7 Platoon Lieut. B. B. Branch, 2nd Lieut. R. Sutherland, No. 8 Platoon Lieut. J. Owen Hughes, 2nd Lieut. F. H. Thomas.

Machine Gun Company.—Lieut. A. E. Wright, 2nd Lieut. A. M. Thornhill. Mounted Section.—2nd Lieut. G. O. Moxon. Signalling Section.—Captain E. D. O. Wolfe. Stretcher Bearer Section.—Lieut. O. W. McKenny. Jewish members of the Corps will be excused all parades and duties on 17th and 18th instant.

Artillery Parades.

Orders for Artillery Company by Captain J. H. W. Armstrong, V.D.

Monday 17th instant.—5.30 p.m. Right Half Company (formerly Belchers 6" Section) at Belchers Battery. Range Takers' class only; Left Half Company (formerly Artillery Battery) at Belchers Battery. Range Takers only.

Tuesday 18th instant.—7.30 a.m. Right Half Company at Belchers Battery. 5.30 p.m. Left Half Company at Belchers Battery.

Thursday 20th instant.—5.30 p.m. Left half Company (Gun numbers other than specialists) at Belchers Battery.

Friday 21st instant.—7.30 a.m. Right Half Company (Gun numbers as detailed) at Belchers. 5.30 p.m. Right Half Company (Layers and Sitters' class only) at Belchers Battery; Left Half Company (Layers and Sitters' class only) at Belchers Battery.

Engineer Company.

Orders for Engineer Company by Captain W. Russell:

14th to 27th Sept.—Nightly E. L. Manning as laid down in rosters at Lyseum and Belchers. Instruction at Belchers 8.30 p.m.—Classes are held on Tuesdays and Thursdays for members preparing for the proficient skill and superior ratings, under Sergt. Major Bryant, R.E., Staff Sergt. Parsons, R.E., Corporal Day and 2nd Corporal Norrie, Hongkong Defence Corps.

Detail of duties at Lyseum from 16th to 30th Sept. 1917, is posted at Headquarters.

Detail of Belchers Reliefs for September 1917, is posted at Headquarters.

Infantry Parades.

Orders for Infantry Battalion by Major H. A. Morgan:—

Monday 17th instant.—5.00 p.m. "A" Company (members of the Corps formerly in "A" and "B" Sections, Scouts Company) at Kennedy Road Range T.E.T. (Grouping). Dress, Drill Order without rifles. 5.10 p.m. Machine Gun Company (former members of Centre Section M.G. Co.) drill at Kowloon Dock. Hongkong residents proceed by launch from Statue Wharf, at 4.30 p.m. Dress, Drill Order without rifles. 5.30 p.m. Mounted Section at Jockey Club Stables, Dress, Drill Order (with rifles); Signalling Section, "B" and "C" Classes, at Headquarters. Dress, Drill Order. Recruits of all units on Murray Parade Ground under Sergt. Oxberry, Corporals Grimes, Edgcombe and Edmonds, Dress, Drill Order.

Tuesday 18th instant.—7.10 a.m. Machine Gun Company (former members of Scouts Company M.G. Detachment) at Headquarters. 5.00 p.m. "A" Company (members of the Corps

formerly in "O" and "D" Sections, Scouts Company) at Kennedy Road Range, T.E.T. (Grouping). Dress, Drill Order without rifles. 5.30 p.m. "A" Company, No. 4 Platoon (former members of Left Section M.G. Co., and Civil Service Company) at Headquarters, Section drill and Fire Discipline Training, Dress, Drill Order. Stretcher Bearer Section at Headquarters. Signalling Section, "A" class, at Happy Valley, Station work. Dress, Drill Order without rifles.

Wednesday 19th instant.—5.00 p.m. "A" Coy. No. 3 Platoon, (former members of Right Section M.G. Co.) at Kennedy Road Range, T.E.T. (Grouping). Dress, Drill Order without rifles. 5.30 p.m. Machine Gun Company (all members) at Kennedy Road Range, T.E.T. (Grouping). Dress, Drill Order without rifles. 5.30 p.m. Mounted Section on Cricket Ground (dismounted), Tests of Elementary Training, Dress, Drill Order with pouches. Signalling Section "B" and "C" Classes (except former members of H.K.V.R.) at Headquarters. Dress, Clean Fatigue.

Friday 21st instant.—5.10 p.m. All members (including exempted men) of old H.K.V.R., A.B. and D. Companies, Signallers, Machine Gunners, Mounted Section and Recruits will parade, under Major G. H. Wakeman, outside the Law Courts and proceed by tram to the Polo Ground Kowloon and Taikeo Sections will parade at the Polo Ground at 5.30 p.m. Dress, Drill Order. Officers will wear swords. 5.30 p.m. Recruits of all units (except former members of H.K.V.R.) on Murray Parade Ground under O.S.M. Witchell, Corporals Grimes, Edgcombe and Meade. Dress, Drill Order. Signalling Section "A" Class (except former members of H.K.V.R.) at Happy Valley, Station work.—Dress, Clean Fatigue.

Detail. On duty 18th Sept, "A" Coy. No. 3 Platoon (formerly Right Sec. M.G. Co.); 17th, "A" Coy. No. 4 Platoon (formerly Left Sec. M.G. Co. and Civil Service Coy.); 18th, Machine Gun Coy. (former members of Centre Sec. M.G. Co.);

#### A SWEARING COOLIE.

Prosecuted By European Lady.

At the Police Court this afternoon before Mr. J. B. Wood, a Kowloon ricksha coolie was charged by Mrs. Maxwell, No. 1 Ashley Terrace, with using insulting language to her on Sunday evening.

Mrs. Maxwell said that with her small daughter she left St. Mary's Church on Sunday night and hired defendant outside. Instead of going right to Ashwell Terrace, she took her to Barrow Terrace, thinking she stayed there. She stopped and she told him to continue, then she swore at her in Chinese, which she understood well. All the way past the Dairy Farm shop he muttered the same thing. By the Dairy Farm shop she saw an Indian constable and gave defendant in charge.

Defendant denied using the language. Sergeant Lannigan said the Police received a number of complaints, but people would not appear to prosecute. For using the bad language a fine of \$10 was inflicted, and a further \$3 was imposed as defendant had no licence.

19th and 20th, "A" Coy. Nos. 1 & 2 Platoons (formerly Scouts Co.); 21st, "A" Coy. No. 3 Platoon (formerly Right Sec. M.G. Co.); 22nd, "A" Coy. No. 4 Platoon (formerly Left Sec. M.G. Co. & Civil Service Coy.). Orderly Officer from 18th to 22nd Sept., Lieut. H. W. B. Kennett. On duty from the morning of Sunday, 23rd Sept., to the morning of Sunday 30th Sept., members of the Corps formerly in "A" Company, H.K.V.R. Orderly Officer, 2nd Lieut. A. M. Thornhill.

Notice.

All former members of "A" Company, H.K.V.R. are requested to parade at the Cricket Club Pavilion at 4.50 p.m. on Friday 21st Sept. to be photographed.

#### A LEGAL DISPUTE.

Sequel to Recent Litigation.

At the Summary Court, this afternoon, the Paines Judge (Mr. Justice Gomperts) was occupied in hearing an application for a stay of proceedings under the terms of a compromise said to have been arrived at between the parties in an original action which was recently before the Court.

The facts, briefly, are that a dispute arose between the partners of a ship-owning concern, one partner becoming the plaintiff and all the others defendants in an action. There were other proceedings instituted as well. Negotiations have been carried on between the solicitors for the parties, Mr. Leo D'Almada acting for the plaintiff, Mr. Guy Haywood for the first defendant, and Mr. Agassiz for the second and third defendants.

Eventually Mr. Haywood made certain proposals on behalf of his client in settlement of the matter and it is alleged that these, with certain modifications, were accepted by Mr. D'Almada in writing. Subsequently to this, Mr. D'Almada wrote to Mr. Haywood making further alterations in the agreement, and as these are unacceptable to Mr. Haywood's client, a motion has been made on his behalf to the Court to stay the proceedings and enforce the terms of the compromise. It is maintained by Mr. Haywood's client that his terms were accepted (and the latter in which they were contained has been stamped as an agreement) and that they should be allowed to stand, whilst Mr. D'Almada for his client does not consent to that.

The Hon. Mr. E. H. Sharp, K.C., and Mr. F. C. Jenkin are making the application for the stay on behalf of Mr. Haywood; Mr. Eldon Potter, on behalf of Mr. Leo D'Almada, is resisting the application; and Mr. O. G. Alabaster, on behalf of Mr. Agassiz, is watching the proceedings in the interests of the second

#### WAR CHARITIES.

We have received from Mr. N. J. Stubb, the Hon. Treasurer of the War Charities Fund, a list of further subscriptions. It comprises the first part of List No. 18, which, owing to the large number of subscriptions received during the past few weeks, is being issued in two parts. All the subscribers in the list to hand are Chinese, chiefly of the business community, and the amounts vary from \$500 to 30 cents, while there is a sum of \$3,338.38 from "Charity Fund." The grand total is \$24,665.48.

Hongkong's Y.M.C.A. Huts. It will interest subscribers to learn that the Colony's subscription of \$1,800 in April last for Y.M.C.A. Hongkong Huts has been utilised to open one hut at Chiseldon (near Swindon) one at Marren (S. Switzerland) and one at Bagdad.

Fall from Balcony. A Chinese girl, aged eight years, has been admitted to the Government Civil Hospital suffering from rather serious injuries to the head, received by falling from the first floor balcony of 41, Yee Wo Street.

Dissatisfied Defendant. "Are you satisfied with the evidence of an Indian like that?" asked a Chinese of Mr. J. B. Wood at the Police Court, this morning, when he was sent to prison for six weeks for stealing on plate from the Kowloon Dock. He said a lot more, but was unceremoniously bundled from the dock and later through the wide-open goal gates.

and third defendants and also the receiver.

Mr. Sharp began his case this afternoon, detailing the letters which had passed between the solicitors and which led up to the alleged agreement. The case will probably occupy the Court for a day or two, as legal arguments are to be going on.



## SHIPPING NEWS.

The Provisioning of Ships.  
The Board of Trade recently issued the following announcement:—A number of shipowners have already arranged to purchase ships' stores and provisions at ports abroad, so as to avoid drawing on stocks at home, and the three Departments concerned—the Ministry of Food, the Ministry of Shipping, and the Board of Trade—request that all shipowners will follow this example, and forthwith give instructions that stores and provisions are always to be purchased at ports abroad when this is at all practicable.

Rebuilding Germany's Mercantile Marine.

A bill was submitted to the Reichstag, says the Copenhagen correspondent of the *Daily Telegraph*, with regard to the rebuilding of the German Mercantile Marine. It is stated that before the war the merchant ships represented 3,000,000 tons gross register. Two million tons has been taken by the enemy, while 1,000,000 tons is unable to sail owing to the blockade. Difficulty in the construction of new vessels has been greatly increased by the fact that the prices of raw materials had risen immensely since the war started. The bill proposes to grant a subsidy, which is not to be given to shipping companies and shipowners, but only for building vessels carrying goods and not for passenger steamers.

Action by Manila Shipowners.  
Mr. Justice Rowlett had before him recently an action brought by the Campanian Maritima, of Manila, against the Argentina Navigation Company (Baron Nicolas Mehanovich), Ltd., of London, for the specific performance of an alleged contract by defendants to sell the steamer Roma to plaintiffs for \$29,000, delivery at Buenos Ayres. The communications took place about the date of the outbreak of the war, and it was stated that since then the value of the vessel had enormously increased. Mr. Roche, K.C., and Mr. Wright were for the plaintiffs, and Mr. Lock, K.C., and Mr. Hogg for the defendants. Mr. Justice Rowlett, in giving judgment said that in this case, as often now happened, a large sum of money depended upon a somewhat fine point. It was an action with regard to the sale of the ship, and counsel for the defendants submitted that there was no evidence to support the claim in material points. Counsel in doing this had not given up his right to give evidence, and was entitled to ask for a rule of the court on his legal submission as to the construction of the contract. He (the judge) thought that the plaintiffs' case failed on two points—first, as the sufficiency of the memorandum relied upon by the plaintiffs; and second, as to the authority of Baron Mehanovich to sell the steamer on behalf of the defendants. The memorandum was dated 1st July and was signed by Mr. Dulcken in two parts as broker for the buyer as well as for the seller, that gentleman giving evidence which must be accepted that he was authorised to take up that position between the parties on August 1. Then on that date a letter was written by Mr. Dulcken to Baron Mehanovich in which he said:—"I confirm sale by your

orders and on your account to my principal. Mr. Ramon Fernandez, the steamer Roma for \$29,000, payment \$20,000, on delivery of the steamer and balance by 6 per cent. debentures to be paid by three annual payments. All stores afloat and ashore necessary for the voyage from Buenos Ayres to Manila, subject to Lloyd's certificate of fitness for Philippine trade." Where the defendants succeeded in breaking down the plaintiffs' case was on the question of the \$29,000 per cent. debentures. There was nothing in the contract to show what these debentures were or who was to be the obligor. The only person mentioned in the contract was Mr. Ramon Fernandez, who was said to be the person going for the Manila company. But there was no evidence as to the existence of any debentures in this company. It might mean a mortgage debenture or an ordinary obligation to pay money. If it were a mortgage debenture it might be secured by a charge of some kind on the steamer itself or on other property of the company, or not on the steamer at all and wholly on the other property of the company. If he gave judgment for specific performance of this contract he would have to provide for these debentures being settled by someone, and if he gave judgment for damages for the plaintiff those debentures would have to be valued to ascertain the difference between the purchase price and the value of the steamer afterwards. Their debentures could not be valued because it was not known who was going to give them, and it seemed to him that the memorandum broke down in that respect. Another point on which it broke down was that of the authority of Baron Mehanovich to act for the defendants. It was said that the defendant company in liquidation was largely under the control of the Mehanovich family, but that did not mean that Baron Mehanovich was authorised to make a trading contract for the sale of this steamer. It did not show that that authority was to be implied from the general facts of the case, and the action of Baron Mehanovich, because authority could not be proved because a man purported to, act with authority. Then there were the two telegrams, the first sent by Baron Mehanovich to the defendants in Argentina, saying he had an offer of \$28,000 for the vessel; and the second being the reply, "Try and get \$30,000." But this was not an authority to get what he could, but merely to accept \$30,000, and therefore he thought there was no evidence of authority. Looking at the terms of the sale note of the 1st August and the reference to debentures, he thought the meaning of the document was that the document merely indicated lines upon which it was anticipated the agreement would go through; and that it was not the contract itself. The whole thing looked to him to spell, not a contract, but the intended contract, and he had therefore to give judgment for defendants, with costs.

## British Soldiers' Rations.

A British soldier quartered in London receives a daily ration of 1/4 lb. meat and 1 1/2 lb. bread. Soldier under 19 get 1 lb. bread.

HONGKONG STORM SIGNAL CODE. (LOCAL).  
Introduced on 1st JULY, 1917.

| SIGNAL | SYMBOL | DAY SIGNALS. | MEANING.  |
|--------|--------|--------------|---|
| 1.     | (RED)  | (A)          | A typhoon exists which may possibly cause a gale at Hongkong within 24 hours. |
| 2.     | ▲      | (B)          | Gale expected from the North (N.W. to N.E.)                                   |
| 3.     | ▲      | (C)          | South (S.E. to S.W.)  |
| 4.     | ▲      | (D)          | East (E.E. to S.E.)   |
| 5.     | ▲      | (E)          | West (N.W. to S.W.)   |
| 6.     | ▲      | (F)          | Gale expected to increase.  |
| 7.     | +      | (G)          | Wind of typhoon force expected (any direction).                               |

Signal No. 1 is intended as a warning to "stand by" and watch for the next signal. When it is hoisted after a black signal has been displayed it will mean that, on account of a change in the track of the typhoon, or for some other reason, a gale is no longer expected from the direction indicated by the last signal, and that another black signal may possibly be hoisted later.

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Harbour Office, H.M.S. "Zeus", and the Harbour Office flagstaff. They will have the same meaning as the last signal.

The day signals will be displayed at the Harbour Office flagstaff, at the Harbour Office, H.M.S. "Zeus", and the Harbour Office flagstaff. They will have the same meaning as the last signal.

Signal No. 7 will be accompanied by three explosive bombs as above, in the event of the information conveyed by this signal being published at night.

When local signals are displayed in this Harbour a CONE will be exhibited at the following stations—

WAG LAMP, SAU KI WAN, STANLEY, SAU KUNG, ABERDEEN, SHA TAU KOK, TAI PO.

Further details as to the use of these signals, and the meaning of the various symbols, will be published in the next issue of the *Hongkong Storm Signal Code*.

The following information gives the meaning of the various symbols used in the *Hongkong Storm Signal Code*.

1. They are displayed at the yard arms of the Storm Signal mast on Blackhead Hill, and remain until an order to lower is received from the Observatory.

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## HONGKONG SHARE REPORT.

S—SELLERS; SA—SALES;  
B—BUYERS; N—NOMINAL.

OFFICIAL PRICES.

BANKS.

H. K. & S. Banks s. \$560

MARINE INSURANCES.

Cantons n. \$320

North China n. \$110

Unions s. \$780

Yangtzes n. ex 75 \$4.9

FIRE INSURANCES.

China Fires n. \$180

H. K. Fires n. \$290

SHIPPING.

Douglases n. \$81

Steamboats n. \$174

Indos (Def.) n. \$89

Indos (Pref.) n. \$35

Shells n. 102 1/2

Ferries s. \$29

REFINERIES.

Sugars n. \$92

Malabons s. \$29

MINING.

Kailans n. 40/-

Langkats n. 14

Raubas n. \$2.50

Tronohs n. 28/-

Urals n. 32/-

Oriental Cons. b. 28/-

DOCKS, WHARVES, GODOWNS, & C.

H. K. Wharves n. \$73

Kowloon Docks b. \$115 1/2

Shai Docks n. 76

LANDS, HOTELS AND BUILDINGS.

Centrals n. \$90

H. K. Hotels n. \$94

Land Invest. n. \$88

H. K. Est. n. \$5.90

K'loon Lands n. \$33

Shai Lands n. 74

West Points b. \$78

Reclamations n. \$115

COTTON MILLS.

Ewos n. 16 1/2

Kung Yiks b. 12

Sha Cottons b. 121

Yangtzeops sa. 1.95

Oriental n. 36

MISCELLANEOUS.

Borneos n. \$64

China Light & P. n. \$4.50

Providents n. \$74

Dairy Farms n. \$3

Green Islands n. \$7

H. K. Electric n. \$48

H. K. Ice Co. n. \$149

Ropes n. \$26 1/2

Steel Foundries n. \$10

Trams, Low Level n. \$5.90

Trams, Peak, old s. \$9

Trams, Peak, new n. cls. \$9

Laundries b. \$8

U. Waterboats s. \$13

Watsons n. \$6

Wm. Powells n. \$6.50

Morning Posts n. \$29

CORRECTED TO MONDAY SEPTEMBER 14, 1917.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T Demand 3/24

60 d/s 3/25

60 d/s 3/26

60 d/s 3/27

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60 d/s 3/120



# The THREE CASTLES Virginia Cigarettes

## THE CIGARETTE WITH THE PEDIGREE



Writing to the Duchess of Richmond Captain John Smith said how "in the utmost of many extremities, that blessed Pocahontas the great king's daughter of Virginia saved my life and to Princess Queen Anne of Great Britain he explained how she hazarded the beating out of her own brains to save mine." "A generous & noble soul whose beauty & kindness captivated all who knew you! An indifferently simple & yet true, that what you were to those early Colonists the Tobacco of your land is to me - its food if I'm hungry, Cordial if I'm sad, and in any extremity the 'Three Castles' Brand will soothe and enlighten me.



W.D. & H.O. WILLS  
BRISTOL & LONDON  
ENGLAND  
W.O.S.

There's no sweeter Tobacco comes from Virginia and no Better Brand than the "THREE CASTLES" The Virginians

THIS ADVERTISEMENT IS ISSUED BY THE  
BRITISH-AMERICAN TOBACCO CO., LTD.

### PRICE OF TITLES.

#### Perages for Sale.

The London Morning Post published recently a long list of honours conferred upon officers in the W. Office. Some of them it holds to have been well merited - indeed, for all we know, they were all well deserved. But it is noteworthy that no Admiralty list was given, and we understand the reason to be that the Admiralty decided upon a self-denying ordinance for the duration of the war. This decision was founded upon at least two excellent reasons; the first, that if any honours were going they should be given to the sailors who were doing the actual fighting; and the second, that, as victory was the real test of the Board of Admiralty, it was fitting to wait until victory was reached rather than anticipate its laurels. The Morning Post thinks that the Board of Admiralty was right, the more so as the scramble for the various titles in these ladders of dignity leads sometimes to unpleasant little intrigues and petty discontent. And yet it readily admits that the gift of honours to meritorious officials is upon quite another and a higher plane than the system by which honours are granted to the political supporters of a Government. "The British people" are beginning to discover that these ancient and noble titles which were held in so much esteem by our ancestors are now being given, or rather sold, not to merit but to opulence and not for public service, but for political support. It is worth noting that those who may fairly be said to have been "in the know" have refused three honours, as, for example, Mr. Balfour, and Mr. A. G. A. All these gentlemen, having been Prime Ministers themselves, had the best means of knowing to what depths of degradation the system had reached, and it may be presumed that this knowledge restrained them from accepting honours for themselves, just as no one will eat macaroni who has seen it being made.

"We are credibly informed that there exists, or existed, a regular list - so much for a Knighthood, so much for a Baronet, and so much for a Peerage. Not only so, but this list was varied according to supply and demand. At the end of an Administration, when the Party Whip was getting together funds to fight a general election, honours became as hawked as the leaves of Valeriana, and there was a consequent slump. When on the other hand, an Administration was well settled in office, and there was no necessity to sell at a sacrifice, prices were high and buoyant. A Peerage might cost you perhaps five thousand pounds more when Peers were, so to say, in season. There were even, according to a well-founded report, bankers in honours, who studied the political barometer as financiers study the weather, and would sell a parcel of Barons for forward, as a speculation, if they sensed a fall in the price of the State."

### NOTICES.

DIOCESAN GIRLS' SCHOOL, KOWLOON.

PROFESSOR DANENBERG will give Piano Forte Lessons at the School once a week during term.

All enquiries about arrangements for pupils of the School or others, to be addressed to the Head Mistress.

**"For the Blood is the Life."**  
**DO YOU SUFFER** from any SKIN or BLOOD DISEASE such as Eczema, Scabies, Red Legs, Rheumatism, Ulcers, Glandular Swellings, Boils, Pimples, Bumps, or any kind of Skin, Blood, or Glandular Affection? If so, you need not despair, for there is a medicine which will cure you of all these troubles. It is called **Clarke's Blood Mixture**. It is a blood purifier, and it will cure you of all these troubles. It is a blood purifier, and it will cure you of all these troubles. It is a blood purifier, and it will cure you of all these troubles.

### NOTICES

ST. STEPHEN'S COLLEGE.

THE Michaelmas Term begins on SATURDAY, September 15th. Students seeking admission should call upon the Warden on FRIDAY, 14th inst., between the hours of 10 A.M. and 1 P.M.

**ASAHI BEER.**

ASAHI BEER  
DAI NIPPON BREWERY COMPANY LIMITED  
SPECIAL BREWED FOR EXPORT

Sole Agents  
(Malaya) Messrs. Kaisha  
Singapore, 22, 121.

### POST OFFICE.

Mails for Europe via Socar are despatched as opportunity offers but only correspondence specially marked is forwarded by that route and no particulars of such mails can be given.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

On and after the 1st October, 1917, the rate of postage on letters from Hongkong to Fathian, Chan Chuen, and Whampoa will be 4 cents for each ounce or fraction thereof.

### OUTWARD MAILS.

Registered and Parcel mails close 15 minutes earlier than the time given below unless otherwise stated.

### MAILS DUE.

The S.S. SUNNING with the Siberian Mail (London 13th August) is due to arrive here to-day.

The S.S. SHANTUNG, with the Siberian Mail (London 25th July) is due to arrive here on the 17th instant.

### MAILS CLOSE TO-MORROW.

Saigon - Per MANAPOUR, 15th Sept. 8 a.m.

Saigon - Per TUNGSHING, 15th Sept. 8 a.m.

Straits - Per WOLLOWRA, 15th Sept. 10 a.m.

Saigon - Per HANAMET, 15th Sept. 10 a.m.

American Mail. Formosa via Keelung, Shanghai & N. China (Japan via M.) Victoria & Tacoma - Per MEXICO MARC, 15th Sept. 1 p.m.

Philippine Isl. - Per LOONGSANG, 15th Sept. 2 p.m.

American Canadian & U.K. Mail. Shanghai, N. China, Japan via Nankai, Canada United States, Central & South America via Europe via San Francisco - Per ORANGE, 15th Sept. Registration 2 15 p.m. Letters 3 p.m.

Shanghai & N. China - Per ANHUI, 15th Sept. 5 p.m.

Hsinchong - Per LOKSANG, 15th Sept. 5 p.m.

### SUNDAY, 16th September.

Saigon & Bangkok - Per WOHANG-CHOW, 16th Sept. 9 a.m.

### MONDAY, 17th September.

Australian Mail. Philippine Isl. & Timor Australia & New Zealand via Port Darwin & New Guinea via Thursday Isl. - 17th Sept. Registration 10 15 a.m. Letters 11 a.m.

Weihaiwei & Tientsin - Per CHIP-SHING, 17th Sept. 5 p.m.

### TUESDAY, 18th September.

Straits, Batavia, Samarang & Sourabaya - Per KINLESS JULIANA, 18th Sept. 10 a.m.

Singapore, Amoy & Foochow - Per HAITAN, 18th Sept. noon.

Shanghai & N. China - Per SUNNING, 18th Sept. 3 p.m.

### THURSDAY, 20th September.

Shanghai & N. China (Europe via Siberia) - Per SHANTUNG, 20th Sept. 8 45. Registration 2 15 p.m. Letters 3 p.m.

(Shanghai Chinese P.O. Monday, 24th inst.)

### SUNDAY, 22nd September.

Weihaiwei & Tientsin - Per KURICHOW, 22nd Sept. 11 a.m.

Shanghai & N. China - Per YINGCHOW, 22nd Sept. 5 p.m.

### WEATHER REPORT.

September 14th, 11h. 35m. - No returns from Japan and Vladivostok. Pressure has decreased quickly over N. China, and increased slightly to moderately elsewhere: it is probably highest in the Pacific to the south of Japan and relatively low over S. Annam and the adjacent portion of the China Sea. A depression probably the typhoon which entered the coast yesterday is situated to the N.W. of Shanghai.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.91 inches against an average of 70.65 inches.

### FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

| District.  | Forecast.                       |
|--|---------------------------------|
| 1. Hongkong to Gap Rock.                         | E & S.E. winds, moderate; fair. |
| 2. Formosa Channel.                              | S. winds, moderate.             |
| 3. South coast of China between H.K. and Lampo.  | The same as No. 1.              |
| 4. South coast of China between H.K. and Hainan. | The same as No. 1.              |

China Coast Meteorological Register, September 14, a.m.

| Station.    | Hour. | Barometer. | Temperature. | Humidity. | Winds.<br>Dir'n.<br>Force. | Weather. |
|-------------|-------|------------|--------------|-----------|----------------------------|----------|
| Vladivostok | 6a    |            |              |           |                            |          |
| Nemuro      | 5a    |            |              |           |                            |          |
| Hakodate    |       |            |              |           |                            |          |
| Tokio       |       |            |              |           |                            |          |
| Koshi       |       |            |              |           |                            |          |
| Nagasaki    |       |            |              |           |                            |          |
| K'agima     |       |            |              |           |                            |          |
| Oshima.     |       |            |              |           |                            |          |
| Naha        |       |            |              |           |                            |          |
| Ishijima    |       |            |              |           |                            |          |
| Beinin Is.  |       |            |              |           |                            |          |
| Shanghai    | 6a    | 29.90      | 65           | 97        |                            | 0 b      |
| Hankow      |       |            |              |           |                            |          |
| Amoy        |       |            |              |           |                            |          |
| Kiukiang    |       |            |              |           |                            |          |
| Changsha    |       |            |              |           |                            |          |
| Shanghai    |       | 29.85      | 75           | 93        | sw                         | 4 r      |
| Guthrie     |       | 29.67      | 78           | 95        | sw                         | 6 0      |
| Chung P.    |       | 29.83      | 82           | 93        | w                          | 2 b      |
| Amoy        |       |            |              |           |                            |          |
| Swatow      |       |            |              |           |                            |          |
| Taihook     | 5a    | 29.87      | 73           | 96        |                            | 0 b      |
| Tientsin    |       | 29.87      | 75           |           |                            | 0 b      |
| Taiwan      |       | 29.84      | 75           |           | ese                        | 2 b      |
| Amoy        |       | 29.85      | 77           |           | ene                        | 2 b      |
| P'ormo      |       | 29.84      | 79           |           |                            | 2 b      |
| Canton      | 6a    | 29.84      | 78           | 91        | s                          | 1 c      |
| H'kong      |       | 29.79      | 79           | 89        |                            | 0 b      |
| Cape Hook   |       | 29.78      |              |           |                            | 0 c      |
| Macao       |       | 29.78      | 81           | 89        | ne                         | 2 b      |
| Wuchow      | 5a    |            |              |           |                            |          |
| Peking      |       |            |              |           |                            |          |
| Hothow      |       |            |              |           |                            |          |
| Shulin      | 7a    | 29.78      | 77           | 86        | n                          | 4 b      |
| Tourane     |       | 29.74      | 75           |           |                            | 0 0      |
| St. J. J.   |       | 29.75      | 75           |           | sw                         | 2 0      |
| Apert       | 6     | 29.84      | 77           | 94        |                            | 0 0      |
| Dagupan     |       | 29.81      | 75           | 96        |                            | 0 0      |
| Manila      |       | 29.81      | 75           | 96        |                            | 0 0      |
| Legaspi     |       | 29.81      | 75           | 96        |                            | 0 0      |
| Tacloban    |       |            |              |           |                            |          |
| Iloilo      |       |            |              |           |                            |          |
| Surigao     |       |            |              |           |                            |          |
| Cebu        | 4.30  | 29.89      | 75           |           |                            | 0 b      |
|             |       | 29.76      | 80           | 96        |                            | 0 b      |